Archives I—10,006—16-8 77.

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(2) Date of repair 24.2.87

(3) Initials of the Referencer

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W DEPARTMENT

G.O. No. / B.P. No. 2821 W

Press. / Mis.

Dated 14.11.1881 ~~19~~ .

Not to be folded or roughly handled

2821/1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

14th November 1881, No. 2821 W.

Buildings and Roads.
Civil Works.

Read the following paper :—

No. 65. From Major H. R. MEAD, R.E., Superintending Engineer, Second Circle, to the Chief Engineer, Public Works Department, dated Coimbatore, 16th July 1881, No. 302 E.W.

One Statement (annexed).

WITH reference to G.O., No. 1642 W., dated 2nd July 1881, directing me to report as to the practical aid that could be afforded by the Public Works Department in the development of the communications connecting the gold fields with Ootacamund and the West Coast, I have the honor to report that the only aid that can be given is, I consider, to make certain main lines of roads Imperial, and for those roads to be maintained as such from Imperial funds assisted by the tolls that are collected on them.

2. At present all the roads are under the Local Fund Boards and their finances do not allow them to do more than keep them in ordinary repair, and it must be further remembered that the roads have been thoroughly made only in portions of their length, other parts have never been made or maintained as first-class roads.

3. I do not consider it advisable for the tolls to be raised, they are now very heavy. Special high rates for wagons or carts carrying machinery or extra loads, say above one ton, might with justice be levied, but the amount realized by this would be but small; there would be considerable difficulty in arranging a tariff and the collection would be troublesome. Under these circumstances I do not think extra funds for the maintenance of the roads can be hoped for by this.

4. Should Government agree, as proposed, for certain main lines of road to be Imperial, it will be for Government to decide what roads should be so classed and by what agency the work should be carried out.

In my opinion the work should be done by the Public Works Department, but should Government prefer it, it might be done by the Local Fund Boards, they being given a grant-in-aid of so much a mile for each mile of Imperial road maintained up to a certain standard.

5. The question regarding which roads should be Imperial is a very serious one, as of course private interests enter largely into the matter.

In the memorial printed with the Government Order under reply, it is asked that the roads between Ootacamund and Naduvatam, thence to Devála and to Beypore, *viâ* the Carcoor Ghât, may be put in thorough good order.

This, I may say, is entirely in the interest of gold mining at or near Devála, and if carried out would leave the rest of the Wynaad without any advantages.

6. At present gold mining is more developed near Devála than elsewhere, but gold has and is being found all over the Wynaad, and gold mining interests have and are rapidly developing. As this is the case, I submit that it is necessary to look for lines of road to be specially maintained that will open out the whole of the Wynaad and not only a small portion of it.

7. There are three ghâts from the coast into the Wynaad :—

1st.—Carcoor Ghât, distance 62 miles.
2nd.—The Tambracherry Ghât, distance 34½ miles.
3rd.—The Peria Ghât, 41 miles.

The first is from Calicut, but it crosses the Beypore river (unbridged) and is available for machinery or stores landed at Beypore, it is a long road, and the cost of maintenance and strengthening the bridges would be heavy. Nadgani, at the top of the ghât, is situated at the south-east corner of the Wynaad. The second ghât, the Tambracherry, is only 34½ miles from Calicut to Lakkadi ; it is a good road in fair order, and the ghât a very good trace ; it crosses no large rivers. Lakkadi, at the head of the ghât, is central ; 31 miles from Manantoddy, 40 from Devála, and 21 miles from Sultan's Battery.

With regard to Beypore (where there are, owing to the river, facilities in landing machinery) there would be no difficulty in improving the water communication from the Beypore river to Calicut, and this line would be most valuable as a local line of communication.

The third, Peria Ghât, from Tellicherry ; the distance to Peria is 41 miles. Peria is situated at the west corner of the Wynaad and 18 miles from Manantoddy.

8. I do not consider that there is any reason for Government to make these three ghâts Imperial, but would recommend that the Tambracherry Ghât, the road from Lakkadi to Manantoddy, *viâ* Vayitri and Culpaty, that from Lakkadi to Sultan's Battery, from Chimdale 4 miles from Lakkadi to Nadgani and from thence to Ootacamund, *viâ* Gúdalúr and Naduvatam, be made Imperial.

The total length of these roads is about 160 miles, and if thoroughly made and maintained would open out the whole of the Wynaad country ; the Local Fund Boards would, of course, keep up and maintain the branch roads, and for many of these they might arrange with the Gold Companies for a contribution to be given either for construction or maintenance.

9. With regard to the cost of this I regret I have not sufficient acquaintance with the roads to give an approximate estimate ; but the tolls on these main lines of communication are now considerable, and will increase if the roads are made better and the gold mining in the Wynaad prove a success.

The President of the Local Fund Board, Malabar, has given me the present maintenance allowances and collections from tolls on certain roads (statement enclosed). It will be noticed that now the maintenance of the Tambracherry Ghât is more than paid by the toll collection, and the road from the head of that ghât to Manantoddy is almost maintained from the same source.

Of course the present maintenance allowances are not sufficient to keep the roads as they should be, an extra grant of Rs. 150 a mile, or a total of Rs. 24,000 yearly, for the 160 miles proposed to be classed as Imperial would probably in a few years place these roads in good order ; and it is believed that the collections from tolls must increase year by year and so relieve the charge on Government.

10. It is, of course, for Government to decide whether the Gold Companies in the Wynaad might not be called on to contribute directly or indirectly towards the cost of the improvement of the roads.

11. With regard to the improvement of the water communication between Beypore and Calicut, I am informed that the Local Fund Board are very anxious for its improvements, and their Local Fund Engineer is, I believe, reporting on it. The line is an important one, and I would urge that Government should assist the Board either by a grant-in-aid or a loan to place it in good order, should they decide, as proposed in this report, to do nothing towards the improvement of the Carcoor Ghât.

12. It must of course be understood that all that is proposed is to make the roads called Imperial into good roads, the minor bridges to be all made capable of bearing ordinary heavy loads (say 2 tons on an axle). With steam engines and other heavy machinery special arrangements must be made by those interested in their transit. The cost of making all the bridges strong enough to bear exceptional loads of 10 or 15 tons is not, I consider, to be thought of, especially as the number of these loads to be taken will be but very few, even should the gold interest develope to an enormous extent.

2821/N

13. In conclusion, I regret that I am unable to propose anything but that Government should either pay a grant-in-aid or take up the roads themselves with the tolls collected on them, with the knowledge that if the roads are placed and maintained in good order there must be a heavy expenditure in addition to the toll collections received, for at any rate some years.

Should the proposal made meet with approval I will have the roads (to be classed Imperial) examined, and report in full detail regarding the approximate amounts required to place them in good order and the maintenance required to keep them so.

STATEMENT showing the lengths of certain roads in the Malabar Local Fund Circle, the present Maintenance Allowances, and the Collections from Tolls.

Road.	Length.	Maintenance.	Tolls.		Remarks.
			Number of Gates.	Collections.	
	MILES.				
Tellicherry to Manantoddy (Peria Ghât).	59	15,300	2	7,300	
Calicut to Lakkadi (Tambracherry Ghât).	32	9,550	4	13,400	
Calicut to Nadgani (Carcoor Ghât)	60	10,400	4	7,475	
Lakkadi *viâ* Vayitri and Calpaty to Manantoddy.	30	6,000	3	5,265	
Chindale to Nadgani, head of the Carcoor Ghât.	17	4,200	...	...	This road is 36 miles long, only 17 miles of it, however, are in the Malabar Circle.

COIMBATORE,
16th July 1881.

(Signed) H. R. MEAD, Major, R.E.,
Superintending Engineer, Second Circle.

No. 385.

TRANSFERRED, with file, to the Chief Secretary to Government, with reference to the remarks by the Honorable the Governor.

OOTACAMUND,
18th August 1881.

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

Proceedings of the Board of Revenue, dated 5th August 1881, No. 1621, Miscellaneous.

Read the following letter from C. L. B. CUMMING, Esq., President, Local Fund Board, Calicut, to the Secretary to the Board of Revenue, dated Malabar, 23rd June 1881, No. 340.

IN forwarding the enclosed correspondence from the Honorary Secretary of the Wynaad Planters' Association, I have the honor to inquire whether there is any way by which the Gold Mining Companies could be made to contribute to the reconstruction of the bridges alluded to, and to the upkeep of the ghât roads rendered necessary by their own acts.

From G. L. YONGE, Esq., Honorary Secretary, Wynaad Planters' Association, to the President Local Fund Board, Calicut, dated Vythery, 7th June 1881.

I HAVE the honor to hand you copy of a Resolution passed at the General Meeting of the Association on the subject of our roads and bridges and to call your attention to the following remarks thereon.

2. The wooden bridges that have from time to time been erected in the district are in a very unsafe and rotten condition, are judged unfit for the ordinary traffic, and are altogether incapable of allowing of the passage of such heavy pieces of machinery as they will be required to convey after the monsoon.

3. I am to point out that already five large Companies have been formed in South Wynaad for the working of gold mines, viz., the Ripon Gold Mining Company, the Wynaad Gold Mining Company, the Cata Para Gold Mining Company, the Tambracherry Estates and Wynaad Gold Mining Company, and the Wynaad District Gold Mining Company. Several other South Wynaad properties have changed hands in London for the purpose of working the auriferous reefs upon them, and it is almost certain that several more Companies will be formed within the limits of South Wynaad in the course of a few months.

4. These Companies already formed are actively engaged in purchasing machinery, and provision has to be made for its passage from Calicut to the various mines, otherwise our road will become blocked and our bridges be broken down to the detriment or rather stoppage of the ordinary general traffic.

5. The Committee are informed by Mr. Dumphy that the bridges must be reconstructed if the roads are to be made passable for heavy traffic, and that such reconstruction will need a special grant from the Board, and I am instructed to ask that such a special grant may be made, and that instructions may be issued to put the main lines of roads into thorough working order.

6. The Committee are of opinion that the present and forthcoming Gold Mining Companies should be made to liberally contribute towards the improvements of the communications, but apart from such considerations I am to point out that unless the necessity of a considerably increased expenditure on the improvement of the main lines of roads in Wynaad is recognized, the coffee and other local industries, which are already heavily taxed for the upkeep of the roads, must considerably suffer.

RESOLUTION.

SEEING that the present condition of the wooden bridges erected during the past few years is such that they are now mostly unfit for the ordinary traffic of the district and utterly impassable for heavy loads, such as the machinery now about to be brought up for the gold mines in various parts, and that the whole district is threatened with a complete interruption of communication, the Local Fund Board be requested to set aside a special fund for the permanent reconstruction of the bridges and culverts on the main lines.

(True Copy.)

(Signed) G. L. YONGE,
Honorary Secy., Wynaad Planters' Association.

SUBMITTED for the orders of Government.

2. The Local Funds Act (Section 36, iii) precludes the Local Boards from levying tolls beyond the rates prescribed in the Schedule; and the Board of Revenue are not aware of any other present method other than tolls under the Act for taking a contribution from the Gold Mining Companies.

3. As regards interruption of traffic by damage to the bridges or roadway the Local Boards have power to regulate the traffic and to forbid the passage of excessive loads by the general power given in Section 8 of the Act, vesting in them the property of the roads. Moreover, the Gold Mining Companies are liable at law for any damage they may actually occasion.

4. The Board have under reference G.O., dated 27th June 1881, No. 1192, Financial, calling on them to report on the condition of the roads leading to the Wynaad gold fields. If as the result of that reference the Government are of opinion that larger sums should be spent on the roads, the Board think that the only course is for the Government to supplement the resources of the Local Boards, which are already tried to the utmost, by a Provincial grant. Power to tax the Companies specially is taken in the leases offered them.—*Vide* G.O., dated 23rd February 1881, No. 353, Revenue.

(True Copy and Extract.)

(Signed) C. D. MACLEAN,
Acting Sub-Secretary.

2821/3

No. 2067.

TRANSFERRED to the Financial Department, with reference to that department G.O. quoted in paragraph 4 of the Board's Proceedings.

OOTACAMUND,
10th August 1881.

(Signed) C. G. MASTER,
Secretary to Government.

No. 1822.

RETRANSFERRED to the Public Works Department, with the intimation that Rs. 10,000 will be allotted, on application, for repairing the road leading from Lakkadi, the head of Tambracherry Ghât, towards South-East Wynaad, and linking the Nîlgiri amshoms and road system with that communication.

FORT ST. GEORGE,
11th November 1881.

(Signed) R. DAVIDSON,
Chief Secretary.

No. 66. ORDER THEREON, 14th November 1881, No. 2821 W.

COMMUNICATED to the Superintending Engineer, Fourth Circle, who will submit proposals for the utilization of the special grant of Rs. 10,000, making the requisite preliminary arrangements meanwhile for the execution of the work.

(True Extract.)

Lieut.-Col., R.E.,
Ag. Under Secy. to Govt., P.W.D.

To the Superintending Engineer, Fourth Circle.
" Honorary Secretary, Wynaad Planters' Association.
" Financial Department.

Exd. E. C. Shunker.
Spare Copies

5

BUILDINGS AND ROADS.
CIVIL WORKS.

Gobt. of {1881} Madras.

PUBLIC WORKS.

To

THE SUPERINTENDING ENGINEER,
FOURTH CIRCLE,
&c., &c., &c.

Dated November, 14th.

Issued

Recd. Encl.

G.O., 14th November 1881, No. 2821 W.

NOVEMBER.

Nos. 65-66.

Roads—Wynaad.—Endorsement, Financial Department, intimating that Rs. 10,000 will be allotted for repairing the road leading from Lakkadi towards South-East Wynaad, and linking the Nilgiri anshoms and road system with it, communicated to the Superintending Engineer, Fourth Circle, with remarks.

Before deciding on this I should like to know the ~~allot~~ assignments made for this year from Prov! for P.W. including the grant for aid to L. Fds have been allotted. They were exceptionally large.

L.G.

Seen
10/11

Cir 3/8
O.E.S. 27/7. Re. Cir 11/8.

Re Hon'ble [illegible]

2821/xx

For orders

Letter from the Supdt Engineer 2° Circle of 16 July 1881 with reference to the practical aid to be given by this Dept. towards developing the communications directly connected with the Wynaad Gold fields (see G.O. No 1642 W 2/7/81 now in circulation with a file connected with a somewhat similar question regarding the telegraph lines)

For ready reference I put up Wyldi's Gold field map with the main roads shown in blue pencil, also the Malabar District map

Major Meade's proposal is (para 8) a trial

(1) The Tambracherry Ghaut
(2) Road from Lakkadi to Manantoddy
(3) Road fr Lakkadi to Sultan's Battery
(4) do from Lakkadi to Nadgani & Ootacamund

Some 160 miles in all should be declared Provincial. these being the lines which quite irrespective of the claims now preferred in the interests ~~[illegible]~~ of the one locality (or at least the principal in Devala & its neighbourhood) in which gold mining is now prosecuted, would open up the whole country, leaving all others to be met from local resources.

This suggestion ~~that~~ an annual subsidy (Provincial) of 24,000 Rs for these lines, the works to be done by L F agency, is apparently simple

and reasonable

At this moment it is difficult to see where even the small demand is to come from at least till the G of I have in some definite way disposed of the question before them connected with our normal Establt; but as it seems clear ~~that~~ some early steps should be taken to help the enterprise now on foot the Govt may be disposed ~~notwithstanding~~ this apparent difficulty to authorize an additional subsidy for roads Nos (1) and (4) above at the rate of 150 Rs per mile (say 100 miles) or in all Rs 15,000 subject to future ~~adjustment~~

Pending final decision as to the position which the Govt should assume towards the network of main roads under Major heads proposed i.e. whether it should undertake to bring them up thoroughly to standard or merely give a grant in aid yearly in maintaining

them on much the same
footing which ~~they are~~ at present
I would beg to suggest
~~that~~ he be directed to
have them examined and
reported on as suggested
in his closing paragraph

~~R.H.~~

3/8/87

I presume that the
sum of Rs. 16,38,570 (G.O.
27 Jan 87) includes the
whole allignt. of Provl. Fds.
for P.W. in 87/8 except the
grant of Rs. 1,25,000. for
aid to L. Fds. but I shd.
like Ch: Sec. to satisfy himself
as to ~~this~~. I remember that
we eventually added the
whole balce. of P. Fds. for P.W.
instead producing a considble.
sum.

Assuming however as true
I observe that in G.O. 27 Jan 87.
no distribn. was made of the
Rs. 1,25,000 by P.W.D. but
this was apparently left to
be done by Fin. D.

I sho. like to know
what distribn. if any has been
made of it. beyond the Rs. 30670
referred to in the G.O. 27 Jan. 87.
Is the Rs. ~~15000~~ referred
to in G.O. 21 Feb. 87. included in
this amt.? What does the Rs. 18060

27/7 – Cir 28/8

Wt The Honble the Governor

C. No 4120 2821/2

With reference to
the remarks of the
Hon: the Governor on
this paper I am not
quite clear as to whether
what is wanted is

(a) the distribution of
the whole Provincial
assignment for Public
Works or

(b) the grants made
to the Nilgiris Circle
alone.

G.O. 224 d/27 Jany. 87
and the attached
Budgets supplemented
by G.O. 1519 W. d/17
June/87 give the
required information
under (a).

As regards (b)
reference may be
made

will

made to the following papers in the Financial Dept.

G.O. 805 d/9 May 81.
" 299-30 " 21 Feby "
" 786 " " 2 May "

R.S.
9.8.81

Please see the above and the connected G.O.

10.8.81

in G.O. 9 May 81. included [illegible]. What I want to know is —

(1) What is the total amt. from Provl. Fd. that we are giving to Nilgiri this year for Ghat roads?

(2) What bal.ce of the R. 1,25,000 remains?

(3) Have we any funds from which to make the addl. grant of R. 15000 proposed by the Ch: Engr. for [illegible] Ghat & the road from [illegible] by [illegible] to Ootacd.?

(4) Can we in fairness to other Dts. make any addl. grant for Wynaad & Nilgiri Ghat roads from the R. 1,25,000?

Financial DEPARTMENT.

No. 2096

282/7

From

The Revenue department dated 10 August 1881 No. 2067, transferring Boards' Proceedings, dated 5 August 1881, No. 1621, Miscellaneous.

FOR ORDERS.

There are papers at present in F.D. on the subject of reclaiming some Wynaad roads as Provl. I don't ~~think~~ it is the least use thinking of making the charge Imperial.

I am not prepared to assume yet ~~that~~ our Provl. B. Estte. may be modified

It is submitted for consideration whether this is not an Imperial matter. If it be regarded as Provincial, it seems not improbable that the Gold mining companies would be willing to meet Government half way. From the Provincial Budget Statement circulated along with this, it will be seen that in the event of certain proposals being sanctioned by the Government of India, and assuming the tolerable correctness of the accounts, Government will have a considerable balance on their hands when the year closes, which might be applied to the Wynaad roads. The Chief Engineer might be asked whether the upkeep of these roads might not again be extended to the P.W.D under a special officer as in the days when the Wynaad trunk roads were made. In the long run, Government would probably be the gainers if this were the done.

Ajzett

12/8/81

to any considerable extent. But if the G.O. relieve a paying material amt. of P.W. charges, we may be in a position to make a special grant for Wynaad. Meanwhile I have called for statt. of the approp.n made in P.W. of the allotments be made for P.W. Dept. of per cts. in aid to L.F.Bds. G.O. been liberal to the Estimates might [illegible]

282/80

However can enforce any special charges on the Municipal Cos. for Roads - but from late communic.ns there seems to be a disposition to act voluntarily.

It was suggested to me by Messrs. Stanes & Goodwin deputation that a loan might be raised by the L.F.Bd. but the G.O. late rules are very stringent as to conditions and I don't at present see how it could be repaid. S.E. Wynaad being in Nilgiri L.F. circle.

13/8/81

Ghat roads and bridges

FOR ORDERS.

Special C

M R/8
R 1578

2821/a

Forwarded to Colonel Sankey, for perusal of the notes, & any remarks he may wish to make on the several questions raised.

J Davidson
Chief Secy.

15/8/81

To the Hon'ble the Governor

Speech

For orders 2821/10

I do not know ~~that~~ I can add anything to the remarks previously made by me on the general subject of meeting the special requirements of the Wynaad roads and in circulation to Hon'ble the Governor with the information called for by him as to the grants-in-aid already made from Provincial

It appeared to me ~~that~~ subject to future adjustment a grant of Rs 15,000 (in part payment of a possible ultimate grant of Rs 24,000 as suggested by [illegible]) might now be made to general improvements to the [illegible] through the agency at the disposal

I have noted on the other papers & passed them on. L.A. 17/8/81

No 391 of 18.8.81

Transferred to the Chief Secretary to Govt. in continuation of the papers forwarded with Endorsement No 385 dated 18th August 1881.

R. H. Sankey Col R.E.

O.L.S. 17.7. Civil 17/8 Secty Sh.D.

Of the 27 Rs to
the Tambacherry ghat
road and thence by
Devalah to Ootacamund
when the [illegible] orders
are executed

16.8.81

8UW

V1

Supg. Engineer's Office II Circle
Coimbatore, 16 July 1881

No. 302/EW

2831/11

From
The Superintending Engineer,
II Circle.

To
The Chief Engineer
P.W.D. Madras.

Sir,

Encl.
1 statement
(annexed)

With reference to G. O. No. 1642 W
dated 2d July 81 directing me to report as to the practical aid that could be afforded by the Public Works Department in the development of the Communications connecting the Gold fields with Ootacamund and the West Coast, I have the honor to report that the only aid that can be given is I consider to make certain

main lines of Roads Imperial and for those roads to be maintained as such from Imperial funds assisted by the Tolls that are Collected on them.

2. At present all the roads are under the Local Fund Boards and their finances do not allow them to do more than keep them in Ordinary repair and it must be further remembered that the roads have been thoroughly made only in portions of their length, other parts have never been made or maintained as first Class Roads.

3 I do not Consider it advisable for the Tolls to be raised they are now very heavy. Special high rates for waggons or Carts Carrying

P 2 1288/12

Carrying Machinery or extra loads say above 1 Ton might with justice be levied but the amount realized by this would be but small there would would be Considerable difficulty in arranging a tariff and the Collection would be troublesome. Under these Circumstances I do not think extra funds for the Maintenance of the Roads Can be hoped for by this.

4. Should Government agree as proposed for Certain main lines of Road to be Imperial it will be for Government to decide what roads should be so Classed and by what agency the Work should be Carried out.

In my opinion the work should be done by the Public Works Department but should Government prefer it, it might be done by the Local Fund Boards they ~~being~~ given a grant-in-aid of so much a Mile for each Mile of Imperial road maintained up to a Certain Standard.

5 The question regarding which roads should be Imperial is a very serious one As of Course private interests enter largely into the matter.

Provincial ?

In the memorial printed with the G. O. under reply it is asked that the roads between Ootacamund and Nedivatam thence to Devala and to Beypoor via the Carcoor Ghaut may be put in thorough good order.

This I may say is entirely in the interest of Gold Mining at or near Devala and if Carried out would leave the rest of the Wynaad without any advantages.

6. At present Gold mining is more developed near Devala than Elsewhere but Gold has and is being

being found all over the Wynaad and gold mining interests have and are rapidly developing As this is the case I submit that it is necessary to look for lines of Road to be specially maintained that will open out the whole of the Wynaad and not only a small portion of it.

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from coast

Excepte ? No.

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With regard to Beypoor (where there are owing to the River facilities in landing Machinary) there would be no difficulty in improving the Water Communication from the Beypoor River to Calicut and this line would be most valuable as a local line of Communication-

The 3rd Periah Ghaut from Tillichery the distance to Periah is 41 miles. Periah is situated at the West Corner of the Wynaad and 15 miles from Manantody-

8 I do not Consider that

there

N.W

P 4 2821/14

there is any reason for Government to make these 3 ghauts Imperial but would recommend that the Tambrachery ghaut, the Road from Lakkadi to Manantody via Vytheri and Culpaty that from Lakkady to Sultans Battery from Chindale 4 miles from Lakkady to Nadgani and from thence to Ootacamund via Goodalore and Nediwattam be made Imperial- [illegible]

The total length of these roads is about 160 miles - and if thoroughly made and maintained would open out the whole of the Wynaad Country the Local Fund Boards would of Course keep up and maintain the Branch roads and for many of these they might arrange with the Gold Companies for a Contribution to be given either for Construction or Maintenance-

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10 It is of Course for Government to decide whether the Gold Companies in the Wynaad might not be called on to Contribute directly or indirectly towards the Cost of the improvement of the roads-

11. With regard to the improvement of the Water Communication between Beypore and Calicut

J

I am informed that the Local Fund Board are very anxious for its improvements and their Local Fund Engineer is I believe reporting on it. The line is an important one and I would urge that Government should assist the Board either by a Grant-in-aid or a Loan to place it in good order should they decide as proposed in this report to do nothing towards the improvement of the Carcoor ghaut.

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P 6 282/75

made by those interested in their transit. The Cost of making all the Bridges strong enough to bear exceptional loads of 10 or 15 Tons is not I consider to be thought of, especially as the number of these loads to be taken will be but very few even should the Gold interest develope to an enormous extent.

13 In Conclusion I regret that I am unable to propose anything but that Government should either pay a Grant-in-aid or take up the roads themselves with the Tolls Collected on them with the knowledge that if the roads are placed and maintained in good order there must be a heavy expenditure in addition to the Toll Collections

Collections

Collection received, for at any rate some years.

Should the proposal made meet with approval I will have the roads (to be Classed Imperial) examined and report in full detail regarding the approximate amounts required to place them in good order and the maintenance required to keep them so.

I have the honor to be
Sir,
Your Most Obt. Servant.

Major R.E.
Supg. Engineer, 2 Circle.

282/15

Statement Shewing the lengths of Certain roads in the Malabar Local Fund Circle the present Maintenance Allowances and the Collections from Tolls.

Road	Length	Maintenance	Tolls No. of gates	Tolls Collections	Remarks.
Tellicherry to Manantoddy (Periah Ghaut)	59 miles	15,300	2	7,300	
Calicut to Lakkadi (Tamburchary Ghaut)	32 do	9,550	4	13,400	
Calicut to Nadgani (Carcoor Ghaut)	60 do	10,400	4	7,475	
Lakkadi via Vythiri + Calpatty to Manantoddy	30 do	6,000	3	5,265	
Chindale to Nadgani Head of the Carcoor Ghaut	17 do	4200	"	"	This road is 36 miles long 17 miles of it however only are in the Malabar Circle.
13	4	4	4	4	9

Coimbatore
16 July 1881

Major R.E.
Supg Engineer, 2nd Circle.

Recd G. O. No 878 d/ 21.5.81

From
The Supdt Engr
2d Circle

Dated 16 }
Recd 11 } July/81

No $\frac{302}{EW}$

Gold fields — Repo
-upon the practical aid tha
may be afforded by the
DPW in the developement
of the communications con
-necting the — with Oota
-camund and the West coa

G. 19.7.81

P8

$\frac{2521}{58}$

P. W. D. 2184 A

CURRENT No.

No 385 -

Letter from the Supdg: Engineer, 2d Circle, No $\frac{302}{E.W.}$ dated 16th July/81.
Note for Orders, dated 3d August /81.
Do — Do " 10th — do —
Remarks by the Honorable the Governor —

Transferred with file to the Chief Secretary to Government with reference to the remarks by the Honorable the Governor.

C. W. Sankey Coll R.E.
Secretary to Govt.
P. W. D.

Ootacamund }
18th August 1881 }

To,
The Chief Secy: to Government

R.S.

Financial (1881) Dept.

(Communications)

From Secy. to Govt. P. W. Dept.
385

D/r
18 Augt. 81

CURRENT No. 2184

O.G.

CURRENT No. 2096

2821/19

Proceedings of the Board of Revenue.

Dated 5th August 1881.

No. 1621 Miscellaneous.

READ the following.

No. 340.

From

C. L. B. Cumming Esquire
President L. F. Board Calicut.

To

E. Gibson Esquire
Acting Secretary to the Board of
Revenue, Madras.

Sir

In forwarding the enclosed correspondence from the Honorary Secretary of the Wynaad Planters' Association I have the honor to enquire whether there is any way by which the Gold Mining Companies could be made to contribute to the reconstruction of the bridges alluded to, and to the upkeep of the ghat roads rendered necessary by their own acts.

p10

Malabar L.F.Bd's
Office, Calicut
23rd June 1881

I have &c
(Sd) C Cumming
President

pp 11 to 14

Submitted for the orders of Government.

p15

2. The Local Funds Act (Section 36. III) precludes the Local Boards from levying tolls beyond the rates prescribed in the Schedule; and the Board of Revenue are not aware of any other present method other than tolls under the Act for taking a contribution from the gold mining Companies.

3 As regards interruption of traffic by damage to the bridges or roadway the local Boards have power to regulate the traffic and to forbid the passage of

given in Section 8 of the Act, vesting in them the property of the roads. Moreover the gold mining companies are liable at law for any damage they may actually occasion.

4 The Board have under reference G.O dated 27th June 1881 No 1192. Financial calling on them to report on the condition of the roads leading to the Wynaad gold fields. If as the result of that reference the Government are of opinion that larger sums should be spent on the roads the Board think that the only course is for the Government to supplement the resources of the local Boards which are already tried to the utmost by a Provincial Grant. Power to tax the companies specially is taken in the leases offered them; Vide G.O dated 23rd February 1881 No 353. Revenue

(True Copy & Extract)

JP 11 2821/21

Wynaad Planters Association

Vythery
South Wynaad
7th June 1881

From
G. L. Yonge Esquire
Honorary Secretary

To
The President.
Local Fund Board Calicut.

Sir

I have the honor to hand you copy of a resolution passed at the General Meeting of the Association on the subject of our roads and bridges and to call your attention to the following remarks thereon.

2. The wooden bridges that have from time to time been erected in the district are in a very unsafe and rotten condition, are judged unfit for the ordinary traffic

and are altogether incapable of allowing of the passage of such heavy pieces of Machinery as they will be required to convey after the Monsoon

3. I am to point out that already five large companies have been formed in South Wynaad for the working of gold mines. Viz. the Ripon Gold-Mining Company. the Wynaad Gold Mining Company. the Cata Para Gold Mining Company. the Tamberchery Estates and Wynaad Gold Mining Company and the Wynaad District Gold Mining Company. Several other South Wynaad proprietors have changed hands in London for the purpose of working the auriferous reefs upon them and it is almost certain that several more companies will be formed within the limits of South Wynaad in the course of a few months.

4. These companies already formed are actively engaged in purchasing Machinery and provision has to be made for its passage from Calicut to the various mines: otherwise our road will become blocked and our bridges be broken down to the detriment or rather stoppage of the ordinary general traffic.

5. The Committee are informed by Mr Dumphy that the bridges must be reconstructed if the roads are to be made passable for heavy traffic and that such reconstruction will need a special grant from the Board and I am instructed to ask that such a special grant may be made. and that instructions may be issued to put the main lines of roads into thorough working order.

6. The Committee are of opinion that the present and forthcoming Gold Mining Companies should be made to

liberally contribute towards the improvement of the communications. but apart from such considerations I am to point out that unless the necessity of a considerably increased expenditure on the improvement of the main lines of roads in Wynaad is recognized the Coffee and other local industries which are already heavily taxed for the upkeep of the roads must considerably suffer.

I have &c.
(Sd.) G. L. Yonge
Honorary Secretary

(True Copy)
(Sd.) C. Cumming
President

(True Copy)

Ag. Sub-Secretary.

x'd C. Hogg
copied by
J. M. [illegible]

Enclosure in Board's Proceedings
dated 5th August 1881
No. 1621

To
The Secy to Govt. R.D.

Rev 2/4098/81

to Fuil Tus 20 Oct/81

No 16

2821/29

Resolution

Seeing that the present condition of the wooden bridges erected during the past few years is such that they are now mostly unfit for the ordinary traffic of the district and utterly impassable for heavy loads such as the Machinery now about to be brought up for the gold mines in various parts and that the whole District is threatened with a complete interruption of communication, the Local Fund Board be requested to set aside a special fund for the permanent reconstruction of the bridges and Culverts on the main lines.

(True Copy)
(Sd.) G. L. Yonge
Honorary Secretary

(True Copy)
(Sd.) C. Cumming
President.

(True Copy)
C. D. Macleane,
Ag. Sub-Secretary

Copied by
[illegible]
[illegible]

Enclosure in Boards Proceeding
dated 5th August 1881 –
No 1621.

To
The Secy to Govt R.D

Rev/4098 of 81.

In Fail Rev 2096/67

P18

No 2067

Transferred to the Financial Dept with reference to that Dept G.O. quoted in para 4 of the Bd's Proceedings –

Ootacamund
10 August 1881

Secretary to Govt

~~Revenue~~ Financial 1881 Depart
ghat roads & bridges

No 4098

1881.

Board of Revenue,

MADRAS.

R.D.
11 AUG 81

Soon

To

The Secretary to Govt R.D.

Dis at once from here
10/8

Despatched

Received 9th Augt No. 2096

Encl 2

Proceedings, dated 5th August 1881.
No. 1621 Miscellaneous.

Subject.

Submitting for the Orders of Government letter from the Collr of Malabar enquiring whether there is any way by which the Gold mining Companies could be made to contribute to the reconstruction of the bridges & the upkeep of the ghat roads – rendered necessary by their own acts

Transferred

P19

28/11

Financial Dept

No 1822.

Endorsements from the Public Works Department d/ 18th August 1881 Nos 385 & 391.

Retransferred to the Public Works Department with the intimation that Rs 10,000 will be allotted, on application, for repairing the road leading from Lakkadi, the head of Tambracheri ghat, towards South East Wynad, and linking the Nilgiri Amshoms and road system with that communication.

A. Davidson
Chief Secretary

Fort St George
11th November 1881

To
The Public Works Dept

21
~~Print in full~~ B+R clauses

No. 2821 W dt 14th November 1881.

Communicated to the Supdg Engineer, 4th Circle who will submit proposals for the utilization of the special grant of Rs 10,000; making the requisite prelimin-ary arrangements meanwhile for the Execution of the work.

12·11·81

P. W. C. No 6036

Recd 12-11-81

S.E. 4th Circle

Hony Secy Wynaad Planters' Association

~~Financial~~ Deptt

Despd 19-11-81.

With order
With order

7-9-06
14-11-85
25-8-15 ✓
13-9-16. ✓

00-0

Govt. of (1881) Madras.

PUBLIC WORKS.

To

Dated

Issued

Recd.

Encl.

G. O., 14th Novr. 1881, No. 2821/17.

Nos. 6

Roads – Wynaad.

1. Endt. Finl. Dept intimating that Rs 10,000 will be allotted for repairing the road leading from Kakkadi towards North East Wynaad; and building the Nilgiri Anicut and road system within Returned to the S.E. 4th Circle with remarks.

Entd. in Receipt Regr.