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No 1950 Wd/29 June

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Public Works Accounts.
The charge will not
be pressed.

M.A.

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P.W.C. 6/2/83

Govt. of (188) Madras.
Local Municipal Dept.

(2)

To

The P.W. Department

En 1.

Recd. 22.6.88.

Proceedings, dated 18th June 1888.
No. 1124 of 1888.

No 1950 Subject.

Stating that it
was the intention of Government
to have the Bisli Ghat road
made at their own cost and
not at that of the District
Board South Canara.

Birth order

M:25.6.88 9-37

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—the following paper :—

From Major E. A. FRASER, Secretary to the Chief Commissioner of Coorg, to the Chief Secretary to the Government of Madras, dated Bangalore, 22nd May 1886, No. 971—309.

I am directed to forward copy of a letter, No. 1911—358, dated the 3rd May 1886, from the Secretary to the Government of Mysore, Public Works Department, (together with the tracing which accompanied, to be kindly returned,) regarding the extension of the Iyahalli-Bisle ghât road, and to express the Officiating Chief Commissioner's hope that either by loan or grant His Excellency the Governor in Council may be able to help the Local Fund Board of South Canara with the desired sum of Rs. 2,500 for the extension of the road from the Mysore frontier to Subramaniam.

2. I am to add that on the side of Coorg it is proposed to connect the road with the highway running from Kodlipet to Mercara.

ENCLOSURE.

From Major C. BOWEN, R.E., Secretary to the Government of Mysore, Public Works Department, to the Assistant to the Resident in Mysore, dated Bangalore, 3rd May 1886, No. 1911—358.

I have the honor to report, for the information of the Resident, on the subject of the extensive improvements which are being carried out by the Government of Mysore to the Iyahalli-Bisle ghât road.

2. This line of communication connects the western portion of the Mysore province with the district of South Canara, and should eventually prove very useful in diverting the heavy traffic of the coffee districts of Mysore and North Coorg from the Manjerabad ghât road.

3. That ghât is the only outlet for the traffic of a very large tract of country. During certain seasons, the traffic in coffee alone is very large and much of it, by following this line of communication, reaches the coast by a very circuitous route. It is principally in order to remedy these drawbacks that the Iyahalli-Bisle ghât road has been designed.

4. This road was first opened out as a pack-bullock track during the famine of 1876-77, and the expenditure incurred in making it, with a minimum width of 8 feet, is Rs. 61,547. For the improvements now being carried out, an additional expenditure of Rs. 32,298 was sanctioned in June last.

5. The work now being done consists in increasing the width to 15 feet and constructing all necessary bridges to make the road suitable for bullock cart traffic throughout its whole length. This work has been in progress about a year, and it will shortly be completed.

6. Unfortunately, however, the work undertaken by the Mysore Government will be of no practical benefit to the traffic owing to the authorities of the adjoining district of South Canara being unable, from want of funds, to co-operate by continuing this important line of communication and connecting it with the main roads leading to the ports on the West Coast. The Bisle ghât road will be connected, when completed, as a cart road with the communications of South Canara merely by pack-bullock tracks. As a cart road, it will terminate abruptly in a *cul de sac* at the frontier.

7. The road when completed as far as this point will be a very favorable one for carts, as the gradients are very good and the alignment is for a ghât very direct. Indeed, this road, when completed, will be, in these respects, the most favorable outlet for traffic of all the ghât roads leading from this province to the ports on the Western Coast.

8. Regarding the Bisle ghât, the Commissioner of Coorg wrote last year: "It will lead to a deviation of the trade from North Coorg which now passes down the Manjerabad ghât;" "there can be no doubt that the new ghât is the natural outlet for the traffic of North Coorg even as far as Haleri instead of the Manjerabad ghât, which lies further to the north."

9. The necessity for relieving the Manjerabad ghât of that portion of the traffic which approaches it from North Coorg and the south-western portion of the coffee districts of Mysore is at once seen on visiting the ghât during the season in which the export of coffee takes place.

10. The Bisle ghât road would also, if continued, be extremely useful in facilitating traffic at the times when the annual festival is being held at Subramaniam, situated only 5 miles from the Mysore frontier.

11. The Local Fund Board of South Canara, as will be seen from the enclosed copy of their letter, No. 694, dated 3rd May 1884, fully admits the probable usefulness of the proposed road, but it sees no prospect of being able to co-operate in that district owing to want of funds.

12. It is believed, however, that nothing more is required immediately beyond the construction of a short length of 5 miles of road between the Mysore frontier and Subramaniam. This short link, it has been approximately estimated by an officer of the Mysore Public Works Department, would cost about Rs. 500 per mile, or not more than Rs. 2,500. The construction of this very small extension of the line would connect the Bisle ghât road with the fair weather roads in South Canara, and doubtless these roads would be gradually improved as the traffic developed.

13. With this object in view, I am instructed to solicit that the Resident in Mysore and Chief Commissioner of Coorg will favor the Mysore Durbar by representing the circumstances to the Government of Madras, and recommending to that Government that a small grant be made to assist the Local Fund Board of South Canara in commencing the work which is considered so desirable.

14. I enclose a tracing from the Ordnance Survey Atlas Sheet No. 43, showing the situation of the Bisle ghât road. The alignment of the Bisle ghât and Manjerabad ghât roads is accurately shown on a larger scale in sheets Nos. 49 and 50 of the Topographical Survey of India.

No. 350.

Referred to the President, District Board, South Canara, for report.

(By Order.)

MADRAS,
7th June 1886.

(Signed) E. S. LAFFAN,
Under Secy. to Govt.

From J. STURROCK, Esq., President, District Board, South Canara, to the Chief Secretary to Government, dated Mangalore, 5th August 1886, No. 947.

In reply to reference to No. 350 (herewith returned), dated 7th June 1886, on the letter from the Secretary to the Chief Commissioner of Coorg, No. 971—309, I have the honor to state that I fully concur in all that is said with reference to the importance to the provinces of Mysore and Coorg of the new Bisle ghât road, and it is also apparent that the Rs. 93,000 spent on it is so much money wasted unless the communications on this side are opened out.

2. I need only refer to my letters forwarding the Local Fund budget for the current and the last five years to satisfy Government that no funds for this purpose can be provided by the district board. Even if the land-cess be increased, the whole of the increase will be insufficient to meet the existing pressing wants of the district.

3. I must, moreover, point out that it is a mistake to suppose that a grant of Rs. 2,500 to complete the road to Subramanya is all that is at present required. A grant of that amount might suffice for the rough opening up of the road to Subramanya so as to meet the requirements of the annual festival referred to in paragraph 10 of the letter of the Secretary to the Government of Mysore, but the Local Fund Engineer has framed an estimate for Rs. 8,000, without providing any masonry works, to make the road fit for the coffee and other through traffic, and in addition to that a sum of about Rs. 26,000 would be required for earth-work alone, to adapt for such traffic the existing road from Subramanya to Jalsur, which is merely a road for light

local traffic with an annual maintenance grant of Rs. 30. If a large through traffic were suddenly turned upon this road it would probably be destroyed, and the Local Board could not afford to remake it. Moreover, it could never be made a satisfactory dry weather road for heavy traffic, as in the 26 miles there are no less than 62 rivers, streams, or nullahs, not one of which is bridged.

4. If there is to be a large expenditure, a glance at the map, forwarded by the Secretary to the Chief Commissioner, will show that it should be incurred in a different direction altogether. Though the Subramanya-Jalsur road crosses the main road from Coorg to Mangalore, it was meant to put Subramanya in communication with the port of Kâsaragôd. Traffic from Mysore makes for Mangalore, and for that the 30 miles of track from Subramanya to Uppinangadi, 32 miles from Mangalore, should be opened as a cart road. If this be done, the distance from the foot of the Bisle ghât to Mangalore will be only 62 miles, while round by Subramanya and Jalsur it would be 78 miles. The road could be opened without bridges for a sum of about Rs. 38,000, and as the heavy traffic from above the ghâts begins after the monsoon has ceased, bridges are not absolutely necessary; in a district like this all the roads cannot be bridged. If the road be once made, it could be maintained by the Local Board by putting on tolls and by abandoning, if necessary, the Subramanya-Jalsur road, which is far less useful even for local traffic than the new road would be. The new road would pass within 2 miles of Subramanya, and the Local Board could afford to open up these 2 miles so far as is required for the purposes of the annual festival at Subramanya.

5. To sum up:—

- (1) The opening out of the Bisle ghât is of great importance to Mysore and Coorg.
- (2) Mysore has already spent Rs. 61,547 on this work, and is now spending a further sum of Rs. 32,298, or Rs. 93,845 in all.
- (3) This expenditure will be practically useless unless communication be opened to the port of Mangalore.
- (4) This duty naturally falls on the Madras Government through whose territory the road must pass.
- (5) The road, though useful for local purposes, is not specially required for them, and the charge is therefore rather a provincial than a local one; even if the Local Boards had funds which they have not.
- (6) Communication with existing main roads to Mangalore can be opened by a short new road and an improvement of an old one at a cost of about Rs. 35,000, or by opening a new road at a cost of about Rs. 38,000.
- (7) The expenditure of Rs. 35,000 will give a route, 78 miles in length; while for Rs. 38,000 a better road, 62 miles in length, will be obtained. The latter is obviously the one to be adopted.
- (8) Though the Local Board cannot afford to make the road, they can undertake to keep it up if it is made.

6. In conclusion, I have the honor to recommend that a grant of Rs. 38,000 may be sanctioned, of which Rs. 4,500 should be provided for the current year to permit of the opening of a bridlepath. If this be done, I shall call on the Local Fund Engineer to prepare a detailed estimate and report the time within which the work can be completed. When the grant is sanctioned, it should be placed on record that the road is not intended to be a bridged one, and that the grant of funds for the making of the road will afford no ground for subsequent applications for grants for bridging it.

ORDER—dated 20th August 1886, No. 1018 L.F., Financial.

The proposals contained in paragraph 6 of the President's letter are approved, and a grant of Rs. 38,000 from Provincial funds sanctioned, of which Rs. 4,500 will be provided in the current year for the opening of the new road as a bridlepath. It will

Gobt. of (1886) Madras.
FINANCIAL.



PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following papers—

Letter from the President, District Board, South Canara, of 31st March/88. N^o 509.

The Imperial Public Works Department having charged the Local Funds of this District with the cost of the scrutiny of the plans & estimates of the Bisligant Road, I have the honor to request Government will be pleased to direct the refund of the amount to Local Funds.

Re. 950.

2. The Bisligant Road, for the construction of which Government have sanctioned Rs. 38,000 from Provincial Funds, is really a Provincial work entrusted to Local Funds for execution, and as such, the cost of the scrutiny of the work is not, in my opinion, a proper charge on Local Funds.

Memo. from the Secretary to Government P. W. D. dated 21st May/88 N^o 2092.

Order

Issued

Recd.

Encl.

G.O., 20th Aug. 1886, No. 1018 L.F.

AUGUST.

Bisle Ghat Road.

Sanctioning, on certain conditions, a grant of Rs. 38,000 from Provincial funds for the continuation of the — to Uppinangadi on the high road to Mangalore, South Canara district.

Order thereon of 18th June/88 N^o 1124 L. (Mis)

It was clearly the intention of
Government to have the road made at their
own cost and not at that of the District Board.
The charge should not be pressed.

(True Extract)

W. B. B. B. B.

Under Secy to Govt. W. D.

for Chief Secretary.

To

The Public Works Department with copy of

G.O. 20th Augth/86 N^o 1018 L.F.

" President, District Board, South Canara

" Accountant General.