

G.O., No. 371 W.

DATED 30th Jan'y '96.

[Despatch Abstract.]

Calicut - Gudalur Road

Pros: Land M. Dept declining to reconsider
the decision announced regarding encl. ¹³⁵⁷⁶ 1.8.95
regarding the —, commd to the S.
IV Circle; and the headquarters of the Mysore
Subdⁿ transferred to Cannanore.

1898.

2. If however the Local Board is shown to be unable to make a sufficient allotment for the due upkeep of the road, the question of a grant-in-aid from Provincial Funds will be considered.

3. The Honorary Secretary, Wyand Planters Association will be informed that no Correspondence such as that alluded to in para 6 of his letter, can be traced.

(Instructed)
1895 W.W. Phillips
As Asst. Secretary
For Chief Secretary

Order thereon No. 371 W dated 30 January 1896.

Communicated to the
Asst Engineer IV Circle with reference to
No. 2216 W & 5th September 95, and his
letter No. 449 W & 19th November 95.

2. The head quarters of the
Wyand sub-division may now, with reference
to P.W. Memo No. 4150 C dated 23rd December
1895, be transferred to Cannanore.

(Instructed)
1895 C.A.D. Boulton
Under Secy. to Govt. P.W.D.

The Accounts
P.W. Accounts

Wyand Planters
Association

Sheppard
South Wyand
25-9-95

2. The Chief Secretary to Govt.

Sir,

Under instructions from this Association I
again have the honour to address you with reference
to G.O. 13574 Local and Municipal, and G.O. 2nd Sept 1895
No. 1579 L.M.S.

1. We cannot help thinking that the opinion arrived at
by the Chief Engineer of the P.W.D. which has doubtless influenced
the G.O. is based on a very misleading report sent in by the
Executive Engineer of the West Coast Division. I am therefore
instructed to point out certain misstatements in that report
in the hopes that it may lead Govt. to reconsider its decision.

2. In para 5 the Ex. Eng. states that the primary object with
"which Govt. undertook the improvements to these roads, viz to
enable the Gold Mining Companies to get their heavy machinery
on four wheeled vehicles from the coast to the Wyand -"
therefore no longer exists. I am instructed to point out
that this statement is absolutely misleading. No doubt pressure
was brought to bear on Government in 1881-82 to construct a road
in their interests by the Gold Mining Companies, but as a
matter of fact these Companies had got up all their machinery
before the new road was commenced; most of them had
ceased working before the end of 1884 and all of them had
ceased before the end of 1888. The first part of the road
Calicut to Vayittu was commenced in 1885 and the second
part Vayittu - Gudalur in 1889.

3. With regard to para 6 the Executive Engineer says
"with regard to the Coffee industry I believe that many
"estates have been abandoned and that the traffic along
these roads is small and light compared to that existing
when the improvements to these roads were first
commenced". I am again instructed to question the
accuracy of this statement. As a matter of fact the
great abandonment of Coffee estates occurred before 1885
when very low prices for their produce prevented planters
from coping with leaf disease. In 1885 the price of
Coffee began to rise again, and since then we doubt
if there has been any falling off (except of course of fluctuations
in the Coffee trade; and at the present moment the

estates abandoned

handomed coffee estates are gradually being planted
with tea (as has been done so successfully in Ceylon)
and prosperity is fast returning to the district.

In para 7 of the Sec. Engineer's report he says "I do
not think they would have much difficulty in main-
taining these roads (now that they have been thoroughly
made) in an efficient state for light traffic."

We would point out that the Executive Engineer
speaks only of light traffic and he makes no mention
of the very large timber trade which has sprung up
since the road was constructed from the foot of the
ghat [28th milestone] into Calicut, which certainly
cannot be termed 'light traffic'.

5. We venture therefore to submit that the
statement of the case by the Executive Engineer of the
West Coast Circle is not verified by facts and we
further venture to state that the circumstances in
existence when the road was commenced are in existence
now and that the traffic along the road has not
diminished during the last few years and will con-
tinually increase owing to the trade.

6. I am further instructed to enquire if there was
not considerable correspondence with the Comman-
dant-in-Chief (then Sir F. Roberts) and with the Army
Department with regard to the construction of this road
as a Military Route.

We would point out that on a former occasion the Secy. Genl.
did to hand over the upkeep of the Ghat road
Metaspolliem to the District Board, but were forced in
very short time to resume it. We have nothing to add
our letter of the 2nd August, as to the inability of the
District Board to keep its portion of the road in good
order, but we again wish to point out that now that the
road has been constructed, it is a mere question of
money to keep it in order and that in our opinion it
would be a gross waste of public funds (amounting
to ten lakhs of rupees) to allow the road to revert to
its former condition.

We therefore earnestly pray that Govt will reconsider
I have &c.

Signed George Rignilly

Endorsement thereon Local and Municipal
Dept: No 1527 of 28 October 1895.

Referred to the Public Works Department
for remarks. Signed W Francis
As Under Secretary.

P.W. CN^o 8314.

Recd 29-10-95

No 3272 C of 2 November 1895.

Referred to the Suply. Engineer IV Circle, for
favour of early remarks. (Sd) J
John Semyaich Col Rtd
Chief Supt. P.W.D.

Letter from the Executive Engineer (Mr H H O'Connell)
West Coast Division to the Suply. Engineer IV Circle
No 525 S.E. of 13 November 1895.

With reference to your No 511
W.C. dated 8 November
1895, forwarding for remarks a letter from the
Wynnad Planters Association I have the honour to
reply as follows:—

2. The letter states that my report was misleading
in that I stated that the primary object
with which Government undertook the improvement
to these roads was to enable the Gold Mining
Companies to get the heavy machinery on four
wheeled vehicles from the coast to the Wynnad.

3. With reference to the above statement, I would
draw attention to para 3 of Colonel Sankar's
Memorandum in G.O. 1416 W, dated 6 June 1882,
in which he states that "The late discovery of
Auriferous reefs in North Wynnad led to
the necessity for linking that part of the Country
with general system of Provincial Road"

5. Also on page 43 of the same G.O. in para 2 of the letter from the Secretary of State for India the following words occur "I would wish your Excellency to consider what are the best means of placing and maintaining the main lines of communication in a suitable condition, to provide for the increased traffic that may be expected from the attempts now being made to develop the Gold Mining industry in the districts in question".

6. On page 6 of the same G.O. para 6 of Resolution, dated 23 January 1882, No 202 occur these words "To make this into a fair weather Road suitable for traffic of two axle carts carrying 5 tons" from which I gathered that the idea was to get up the heavy machinery in four wheeled vehicles.

7. The Wynaud Planters Association state because the road was not started until 1885, when most of the mines had ceased working, therefore the primary object for making the roads was not the gold mines. I beg to point out that after Government undertook the road, it had to be surveyed, delimited and funds provided, this all took some years to accomplish.

8. In para 3 of the letter from the Honorary Secy. Wynaud Planters Association, he states "as a matter of fact the great abandonment of coffee estates took place before 1885". I do not suppose therefore that Government undertook the improvements to the roads on account of the traffic from the Coffee Estates. He also states that in 1885 the price of coffee began to rise and I suppose he wishes it to be inferred that the roads were undertaken because the price of coffee rose in that year. I don't think Government acted so precipitately.

9. With regard to para 4, I drew a distinction between heavy traffic and light traffic. Heavy traffic

traffic I considered to be four wheeled vehicles carrying 5 tons. There is no such traffic now. The timber is carried on two wheeled handies and if the log is not allowed to hang out behind bump on the road, I do not think this traffic will harm the road any more than any ordinary handy.

10. Government have lately ruled that half the road cess plus all tolls are to be in future spent District Boards on their roads. This will, I think give the District Board more money for their roads. I also believe that when the re-settlement of the Malabar District is accomplished, the revenue and therefore the road cess will be largely increased and I do not think that the District Board will find any difficulty in keeping these roads in order.

Endorsement by the, S.E. IV Circle No 449/W of 19 November 1895.

Copy, submitted to the Chief Engineer P.W.D. with reference to his endorsement No 3272 C. of 2nd instant herewith returned.
Sd/ J. Hanuman
S.E. IV Circle

Encls 2
1 C.E. Circle
N 3272 C of 2/11/95
1 letter from
Wynaud Planters
Association.

Note by the Chief Engineer P.W.D. of 27.11.95.

After full consideration, it was decided in G.O. 1357 L., Local and Municipal dated 1st August 1895, to retransfer to the District Boards concerned, the maintenance of the road from Calicut via Vayittu to Gudalur.

2. The Wynaud Planters Association request a reconsideration of this decision on the ground that the Executive Engineer's report on which it was based was misleading, that the Malabar District

road is unable to keep its position of the road in good order, and that it could be a gross waste of public funds to allow the road to revert to its former condition.

3. The Executive Engineer, West Coast Division, now combats the statement that his previous report was misleading, and he quotes from General Sankey's report embodied in G.O. No 1416 W dated 6 June 1892 to show the primary object with which the Government undertook the improvements to the road was to enable the Gold Mining Companies to transport their heavy machinery from the coast to the hymanad.

4. It is abundantly clear that the Executive Engineer's original report was correct in every particular and that there is no foundation whatever for the charge of inaccuracy brought by the Association.

5. It seems however idle to go into the objects with which the reconstruction of the road was undertaken. The work has been completed, and as Mr Romilly states it is now only a question of money to keep it in good order. If the money is forthcoming the District Board should be just as well able to maintain the road as the P.W.D., and as before stated in my note printed with G.O.

No 1357 L. Local and Municipal dated 1st August 1895, the maintenance of district board roads is the primary duty of the District Board Engineering Establishments.

6. It is also clear that it is for the District Board to decide of what proportion of their income can be allotted to a particular road, the amount given to the one in question will no doubt be sufficient for ordinary traffic; for the benefit of the planters a higher allotment is necessary the planters themselves should provide the funds; there is no ground whatever for a demand for such provision from the public treasury.

7. The comparison with the Coonoor Road is altogether irrelevant; the latter has to carry an enormous through traffic due to the peculiar position of Botacarnum, and its maintenance in a high state of efficiency is required on account of ~~its~~ ^{its} ~~interests~~ ^{interests} ~~separate~~ ^{separate} from those of the owners through whose lands the road passes; no such interests exist in the case of the Gudalur Calicut road, and the demand of the Association that it should be kept up by Government at an expenditure greater than that which the District Board will think proper to devote to it, amounts simply to a request for a subsidy from Provincial Funds.

8. That the road will not be maintained by the District Board in the same condition as it is maintained by this Dept is exceedingly probable, but the same consideration would apply to every road in the Presidency; the question is whether any circumstances exist which would justify a departure, in the case of this particular road, from the principles followed in regard to all others. I can see none, and cannot recommend any deviation from these principles.

9. With regard to para 6 of Mr Romilly's letter, no correspondence on the subject can be found in the records of this or of the Military Department.

Madras
27 Nov 1895

Id. J.P.
E.O. 2011

For orders.

Id. J.P.
28/11 W.

Notes by Honble Members of Govt.

I am thoroughly in accord with the C.G. as to the

general principles wh: should guide the ordinary expenditure on public roads, but I cannot concur with his views expressed in the latter part of his para 8. I think that as regards this particular road very good reasons exist for making it an exception in this case. This road has been constructed at very great expense by Govt and it is clearly shown that the local board are absolutely incapable of devoting a sufficient sum for its repair wh: would prevent it from falling into complete ruin, & so throwing away all the money spent in its construction. It lies in a part of the country wh: is exposed to a rainfall of some 200 inches, and is cut up by a peculiarly destructive form of traffic - viz heavy logs of timber on country carts with narrow tires. It cannot signify now what the object of its original construction was - the fact remains that it is there now - but that it will simply disappear if handed over to the local board. I think the D.P.W. should maintain it, till such time as the Malabar district has been re-settled, and it is shown that the local board can afford to keep it in order.

Id. W.

Lord Wenlock

2 Dec

I am decidedly in accord with the C.E. and would maintain the G.O. of Aug^o 1, 95. when the Malabar District Board's budget comes up care must be taken that an adequate allotment is made to this road. That Board has been spending heavily on sanitation and other funds, but in view of the recent order to spend half land cess + whole amount of tolls on roads, I think money should be forthcoming. If not, the Board must run into debt, until the resettlement of the district improves its financial position; As

As to the actual execution of the work, the L.D. Engrinner should certainly be able to do it.

Id. H.W.B.

6.12.95.

The work is proper for the L.D. Bd. but the exceptional circumstances of the road necessitate the provision of an adequate allotment for it. If the local Board cannot give it money enough a grant in aid must be given from Prov. funds.

Id. J.G.

6.12.95.

I am convinced that the District Board should receive this assistance.

Id. W.

6.12.95.

N^o 3917C of 9th Dec^r 1895.

Transferred with notes by His Excellency the Governor and the Honble Members, to the Local and Municipal Department with reference to its endorsement N^o 1527 of 20th Oct^r 1895.

(Signed) John Sennycunk C.M.S.
Secy to Govt & W.D.

Note for order (in Chief Secy)

A draft order regarding the question of the transfer of the Calicut Gurdalur road to L. Funds to which the Wyndham & Landis Act takes exception is submitted for approval.

The Honble Mem^r Poliss and Secy are apparently agreed as to not reconsidering G.O. N^o 1527 of 1.8.95 and H.S. is in the minority.

The Hon^r Mr. Secy and H.S. the Governor agree

that of the Local Bd cannot find sufficient funds to keep the road in proper order. A grant should be made from Prov. funds. The

also - I never
visited this
part of the
road - I cannot see
why the L. Bd
does not work on it.
Let it be taken up
only. (init) H.W.B.

Mr. W. Poliss is in the minority on this point.
It seems therefore necessary to circulate the draft.

L. M. Dept.

Order. Thereon No 110 of this at 18. January 1896.

The Government regrets that it cannot decline to reconsider the decision arrived at in G.O. No 1357 of 1st August 1895.

2. If however the Local Board is shown to be unable to make a sufficient allotment for the due up keep of the road the question of a grant in aid from Provincial funds will be considered.

3. The Hon. Secy: W. P. O'Sullivan will be informed that no correspondence ~~such~~ as that alluded to in para 2 of this letter can be traced.

W. P. O'Sullivan

Chief Secy.

Copy of the above taken from the original correspondence with L. M. Dept. No. 110 of this at 18.1.96.