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MADRAS RECORD OFFICE.

Government of Madras.

Public works

DEPARTMENT.

G.O. No.	1162.	Press
		~~Mis.~~
29-31		
Dated	3 - 5 -	1870.

Not to be folded or roughly handled

8/53

*Proceedings of the Madras Government, Public Works Department,
3rd May 1870.*

Read the following papers :—

No. 29. Proceedings of the Board of Revenue, dated 17th February 1870, No. 1,081.

Read the following letter from the Acting Collector of South Canara, to the Acting Secretary to the Board of Revenue, dated Siradi, 13th January 1870, No. 30.

SINCE the despatch of my Public Works Report, or within the short space of

* Near Siradi on the Uppinangadi and Manze-rabad line.

fifty days, another* of the timber bridges therein reported on has become impassable to carts, and is closed to all but foot-passengers.

2. The Government having for certain advantages in a measure approved† these structures, it follows that they

† G. O., 20th Jan. 1868, No. 152, R. D.

should be maintained; but the money

available for their repair out of the road maintenance allowances would seem to be inadequate. I would, therefore, suggest that either those allowances be increased for this purpose, or that a separate maintenance allowance be made for each timber bridge on imperial lines.

SUBMITTED for the orders of Government, in continuation of the subject of Board's Proceedings of the 4th February 1870, No. 794.

No. 30. Read the following Proceedings of the Board of Revenue, dated 4th February 1870, No. 794.

Read the following letter from the Acting Collector of South Canara, to the Acting Secretary to the Board of Revenue, dated Uppinangadi, 25th November 1869, No. 1,508.

I HAVE the honour to submit my Annual Report on the operations of the Public Works Department in this district for the past official year 1868-69.

2. The funds available for expenditure, as allotted in the Budget with subsequent net additions and appropriations, amounted in all to Rupees 90,050, as shown below :—

ALLOTMENT FOR 1868-69.

<i>Original Works.</i>				RS.	A.	P.
Communications...	...	...	31,449	0	0	
Buildings	...	...	17,374	0	0	
				48,823	0	0
<i>Repairs.</i>						
Communications...	...	...	38,213	0	0	
Buildings	...	...	2,000	0	0	
				40,213	0	0
Tools and Plant	...	...		1,014	0	0
				90,050	0	0

3. From the subjoined statement it will be seen that the total expenditure in the past year was Rupees 88,788, or 1,262 rupees short of the funds available.

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As compared with the outlay of the previous year, the expenditure shows an increase of Rupees 18,021 :—

Items.	1867-68.	1868-69.	COMPARISON.		Estimate of 1869-70.
			Increase.	Decrease.	
IMPERIAL.	RS.	RS.	RS.	RS.	RS.
<i>New Works.</i>					
Communications	32,144	28,813	.....	3,331	26,500
Buildings	916	18,595	17,689	.....	38,200
	33,060	47,408	Net 14,348	.....	64,700
<i>Repairs.</i>					
Communications	34,176	38,852	4,676	.....	37,848
Buildings	1,008	1,516	508	.....	4,500
	35,184	40,368	5,184	.....	42,348
Total New Works and Repairs ...	68,244	87,776	Net 19,532	.....	1,07,023
Tools and Plant	1,365	1,012	.....	353	1,300
			Net 19,189	.....	
Total Imperial ..	69,609	88,788	.....	1,158	1,08,348
Add Income tax expenditure ...	1,158	.....	.....	.....	.....
Total ...	70,767	88,788	18,021	.....	1,08,348

4. The nature and extent of the work done in each of the three ranges is as follows :—

5. *Mangalore Range.*—The expenditure in this range aggregated Rs. 23,817, out of which Rupees 9,558 were spent on *New Works*, and Rupees 14,259 on *Repairs*.

6. *New Works, Communications.*—Under this head there was an outlay of Rupees 3,029, which was confined to the construction of certain minor bridges on the imperial lines of road from the Kodekal ghaut, viâ Charmadi to Bantwal, and from Mangalore to the Mysore frontier by the Angumbi ghaut. On the former, the Ujre bridge has been completed for Rupees 1,416, out of which Rupees 1,251

	Estimate	
	RS.	
* Bridge No. 3, near Punjalkatta ...	625	
Do. „ 4, east of do. ...	490	
Chebidi bridge	1,800	
Charmadi do.	2,770	
† Kodekal Ghaut road.		
	Amount of estimate.	
	RS.	
† Belechar bridge	3,080	
Bridge on the Sanur river... ..	7,045	

were spent during the year, and four* other bridges have been commenced; Rs. 519 having been expended during the year in excavating foundations and collecting materials. The approaches of the newly built bridges at Mani and Nidgal on the same† line have been filled in at a cost of Rupees 412 and 350 respectively. On the Mangalore and Angumbi line two important bridges‡ have likewise been commenced,

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a sum of Rupees 418 having been laid out on the collection of materials and on clearing the beds of the nullahs for laying the foundations for the piers.

7. *New Buildings.*—In this, as well as other ranges, the main expenditure on *Civil buildings* has been on the construction of the newly sanctioned Subsidiary Jails, and on the building of the Provincial School-house. On the three Subsidiary Jails at Mangalore, Bantwal, and Beltangady, Rupees 5,168-8-5 were spent during the year, but the buildings remain incomplete for want of out-houses, which would have been erected in the course of current year, had not the financial difficulty intervened. A sum of Rupees 1,362 was also laid out in repairing and enlarging the Post Office at Mangalore.

8. The Government Provincial School building, the outlay upon which is debited to the Educational Fund, has made fair progress ; Rupees 5,242 having been spent during the year, in addition to the former outlay of Rupees 11,433-9-11. The full completion of this building may now, I think, be looked for in the course of the current year. The privy attached to it will probably be delayed by a difficulty which has arisen with reference to the attainment of a proper site for it.

9. *Repairs.*—In repairs, the expenditure in this range amounted to Rupees 14,258, of which the outlay on *Civil and Military buildings* was no more than Rupees 1,281 ; the whole of the balance being spent on the maintenance of made roads.

10. Those falling in this range, which forms the charge of an Executive Engineer (Captain Thompson), and the outlay incurred on each, are shown below :—

	Expenditure.		
	RS.	A.	P.
(1.) Road from Mangalore to the Mysore frontier by the Angumbi Ghaut	3,543	15	0
(2.) Kodekal Ghaut road, viâ Charmadi to Bantwal	7,670	2	5
(3.) Portion of Trunk Road No. II. from Mangalore to Bantwal	1,763	1	4
	12,977	2	9

11. The road from Mangalore to Angumbi, viâ Karkal, I have not personally seen this year, but as the traffic thereon is almost *nil*, I presume it is in as good order as it was last year.

12. The road from Bantwal to the Kodekal ghaut is throughout the level part in good order, bearing marks in some places of having been very nicely repaired ; but when we come to the ghaut, protruding boulders on the side and in the centre of the road-way are not few. At some former period it was apparently intended to remove these rocks, for they are nearly all bored for blasting, but the bored holes are now moss-grown, so that it would seem the intention has been for some time abandoned. Why, I know not, for it is desirable that it should be carried out, and so much of the road is level, running through hard soil, and subjected to but slight wheel-traffic, that the demands on the maintenance allowance must be very trifling, and there should be

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ample left for the blasting of the already bored rocks on the ghaut, had not nearly one-half of the maintenance allowances

	RS.	A.	P.	
* Road repairs ...	4,620	0	0	been absorbed* on the repair of con-
Buttresses to Punjalkotta bridge ...	370	5	7	stantly rotting timber platform bridges.
Mundaji bridge ...	1,501	13	4	Two minor bridges have disappeared,
Nidgal bridge ...	1,177	15	6	but a solitary peg at one, and the
	7,670	2	5	workmen at the other, indicate that

they have been taken in hand. Of the three timber platform bridges on the road, one is apparently sound, one of fourteen spans has been patched with strips of bamboo for planking, and propped between the piers with uprights, till it could be made to do duty for a bridge no longer, and it is now quite unsafe and closed for all but foot-passengers. It must be a comparatively new bridge, and is not worn out, but rotten. The remaining timber bridge has been fresh planked in places, but is still in need of more planking. I had an opportunity of examining the under side of two only of the spans, and found one beam and more than one reaper so thoroughly rotten as to let a walking-stick in as easily as if it were soft mud, and others more or less rotten. It may be concluded that the other spans are much the same. One piece of two-inch planking was nailed right on the top of, and not level with the others. Others were bent, others were half loose, others were broken. Such is the economy of planking that one quite rotten plank was carefully nailed down again. This economy is doubtless enforced by the inadequacy of the funds to maintain these rapidly rotting structures. It would be a valuable item of information if a strict account were kept of the quantity of money required to be spent from year to year to keep them in the lowest state of repair, bordering on unsafeness in this damp climate. Such data would be more satisfactory for future guidance than any opinion.

13. The Punjalkotta laterite bridge cracked badly as soon as it was completed, and had to be propped up. The Overseer employed is the same that was answerable for the bad laterite used in the Beltangady Sub-Magistrate's Cutcherry† which also fell in consequence.

14. *Puttur Range*.—The outlay in this range amounted to Rupees 41,041, of which Rupees 25,600 appertains to *New Works*, and Rupees 15,441 to *Repairs*.

15. *New Buildings*.—A sum of Rupees 4,560 has been expended on the three Subsidiary Jails, and their out-houses now under construction at the Sub-Magistrate's stations of Uppinangady, Kassergode, and Hosdrug. The work was in active progress, and it was anticipated that the buildings would be completed in the current year, but the financial difficulty has interrupted their further advancement.

16. Under the head of *Communications* no new road work of any kind was executed, but the outlay of Rupees 20,040 was confined to the construction of

† Main Line No. XX., Class I.—Road from Calicut to Mangalore.	twenty-seven minor bridges on the new Military road‡ from Mangalore to Cannanore, and ten others on Trunk Road§ No. III. below the Munzerabad ghaut.
§ Road from Munzerabad Ghaut to Mani, via Uppinangady, Class II.	On the former line, ten of the bridges were fully completed, including two|| of moderate size costing Rupees 3,923 and 3,151 respectively, and the rest were in progress.
Bridge of three arches over Pollur river ...	Estimate. Rs. ... 3,470
Do. over Nekraje river ...	... 2,920

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17. Of the ten bridges on the Munzerabad line five were completed, with the exception of erecting parapets to a few, and the rest were in progress. The total expenditure on minor bridges on this line was Rupees 5,414-9-2.

18. *Repairs*.—The outlay on repairs of *Civil Buildings* was only Rupees 200 while that on *Communications* amounted to Rupees 15,240, and was distributed over the following lines:—

	RS.	A.	P.
Maintenance of the new Military road to connect Mangalore and Cannanore, forming part of Main Line No. XX., Class I.	4,349	1	3
Do. of Trunk Road No. III., or road from Munzerabad Ghaut to Mani via Uppinangady ...	5,391	0	6
Do. of Trunk Road No. II. from Bantwal to the foot of the Mercara Ghaut, (Main Line No. XXIV., Class I.) ...	5,500	0	0
Total...	15,240	1	9

19. A great portion of the first of these lines is as yet unused, and, therefore, not subject to other wear and tear than that of the weather. The more used portion is in good order.

20. Trunk Road No. III. bears considerable traffic and is in bad order, and rotten places were not unfrequent, and one slough in particular was so bad that wheels sank in more than half way up to the axle, and the cartmen had actually been driven to bush and bough it cross-wise like a morass, and that for a considerable length to make it passable by any means, and even then they had to unite their combined manual labour, or each cart separately, to enable the bullocks to drag through at all. Nothing seems to have been done for this spot since I visited it nearly two years ago, and similarly I noticed in another place a peculiar gnarled root protruding in the centre of the road, just as it had done some twenty months before, and a part of the wing-wall of a bridge was wanting just as it had been the same time before. In short, I could see no traces whatever of any maintenance money having been spent on the road; it seemed to have been all employed in the tracing of improved gradients. Such improvements are doubtless valuable, and, though it may be well that they should be carried out from time to time out of any money that can be fairly spared from the up-keep of the road, it does not seem desirable to go the length of sacrificing thereto the proper maintenance of the existing road. On this line one large timber platform bridge appeared to me unsafe for laden carts, and long strings of them must in this season pass over it. The side rail was in parts very rotten, crumbling like tinder between the fingers. Some of the planking was rotten, and one of the beams had gone; it is, therefore, probable that other beams also are in a similar state of rot. The planking was also very slender in parts, was in parts loose and removable, and in other parts wanting.

21. The other timber platform bridge near the 59th mile-stone was in much the same state.

22. Ordinary culverts exhibited large gaping holes in the middle of the roadway.

23. In short, the roadway seemed to have been entirely neglected for two years and subjected the while to heavy traffic. That it was the result of the main-

tenance allowances having been used for improved tracing I can only surmise, for I have no means of knowing the items on which expenditure has actually been made, the Progress Report showing only "allotment worked out" under the head of *Repairs*.

24. This line is interrupted by the unbridged Kumardari river at Uppinangady. The importance of a bridge at this point has been urged* and admitted,† and only postponed‡ on account of expense. I, therefore, proposed that a less expensive crossing should be substituted in the form of a stone causeway, or, at least, of an improved ferry. I pointed§ out, as did also one of my predecessors,|| the force of the stream at this point and the consequent difficulty and even danger of crossing in the rainy season, and I proposed to utilize the current for rapidity of crossing in a direct line by means of a wire-rope in lieu of tediously punting a quarter of a mile up the edge of the stream to be whirled down to the desired landing on the opposite bank. But the novelty of the proposal in India has apparently kept it in abeyance. By the courtesy of a gentleman of the Basel Evangelical Mission at Mangalore I am now enabled to enclose traced plans¶ and details of a ferry on this principle, which has been successfully worked for many years at Basel. These will fully explain my proposal, and I beg to suggest the construction of a similar ferry at this spot.

25. The next line in the order of this report is the road from Mangalore to Sampaji on the way to Mercara. For miles and miles it abounds with large stones, from the size of a man's fist to several times the size of a man's head, and, much of the intermediate soil having on all the inclines being washed away by the rains, the road presents great inequalities, which must be very destructive to the wheels of laden carts requiring to pass over it, as well as to any fragile merchandize they may sometimes contain. The road is also not without many rotten places heavy with mire or dust in the wet or dry weather. Still there are sound pieces without boulders where the road runs level through hard soil, and is consequently but little in need of repair. Here again I have no means of knowing whether the maintenance allowances have been spent on other matters or have all been laid out on the road and are insufficient by reason of the traffic and the numerous rises and falls, in consequence of which it is necessarily subject to increased erosion from the collecting rain fall. But, be the cause what it may, it must, in the eye of the public, reflect very badly on the Government that the few roads remaining in its charge, after having been relieved of so many by the people, should still be in such bad order. The contrast also between that part of the road which is within Canara limits and that which is in Coorg is very striking and not favourable to this district. The Coorg piece, though at an incline all the way and, therefore, more expensive to maintain, is thoroughly metalled from end to end. I have ascertained

that the Coorg maintenance allowance for this ghaut is Rupees 450 a mile without tolls, whereas ours* is between one-fourth and one-fifth of that sum, though we also impose a toll at the Sulia Bridge, and have frequent inclines to make the road in many parts quite as expensive to maintain as a regular ghaut. The traffic on this line is also heavy.

26. It will be remembered that the first† and last‡ of these roads here mentioned are the lines which connect Mangalore with military aid at Cannanore and Mercara; that, when the ports are closed in the monsoon for four or five months in the twelve, they are the lines by which succour must, in case of need, be expected to come. It would seem advisable that the former of these communications should be completed and the latter better repaired before the one remaining Regiment and the Artillery are withdrawn from Mangalore and its safety during the isolation of the monsoon left dependent on the sole guardianship of such a poor reed as its own Constabulary. Both these roads converge at Panemangalore, where the Netravati is still unbridged.§

27. *Kundapoor Range*.—The total expenditure in this range amounted to Rupees 22,917, of which Rupees 12,249 were laid out on *New Works* and Rupees 1,0668 on *Repairs*.

28. *New Works*.—Under *Civil Buildings* the outlay amounted to Rupees 6,505, the greater part of which was absorbed by the improvements connected with the Subsidiary Jails.

	Estimate,	Expenditure, 1868-69.		
		RS.	RS.	A. P.
Construction of the Subsidiary Jail at Udipi...	4,110	2,104	8	9
Alteration and improvement to Sub-Magistrate's Cutcherry at Kundapoor for the accommodation of prisoners ...	3,150	2,085	12	0
Do. at Karkal do. ...	3,170	1,301	0	0
Construction of the Moonsiff's Court at Brahmawar ...	4,080	1,002	8	10

The several buildings were in course of construction at the close of the Official year.

29. The Head Assistant Collector, in his report on the Public Works in his division, brings to my notice that the Subsidiary Jail buildings in his range have tiled roofs with bamboos instead of wooden reepers and rafter. Bamboo is a very unstable material for roof-work and soon rots under tiles, and is subject to the attacks of borers if not cut during the dark half of the moon. I cannot imagine the reason for its substitution for timber. If from economy it is a mistake, for in this damp climate bamboos require renewal at short intervals.

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3rd May 1870.

30. Under the head of *Communications* the progress made in this range has been satisfactory, all the undermentioned bridges on the Kollur and Haladi road circuits having been fully completed during the year at an aggregate cost of Rupees 24,540, of which Rupees 5,744 were spent during the year under report; the approaches of the Halkal Bridge alone remain to be filled in hereafter.

	Estimate.			Previous expenditure.			Expended in 1868-69.		
	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
<i>Kollur Road Circuit.</i>									
Timber platform bridge over Maraghat Nullah	6,000	0	0	4,487	3	11	1,508	11	11
Do. over Gurti Halla	4,370	0	0	3,034	7	8	1,356	13	2
Re-constructing timber platform bridge over Kollur Nullah	3,200	0	0	1,768	6	9	1,159	7	3
<i>Haladi Road Circuit.</i>									
Timber platform bridge over Halkal Nullah with an additional vent of 20 feet span	7,120	0	0	4,535	4	1	1,127	1	11
Do. over the Bachappa Nullah	5,200	0	0	4,978	15	2	292	4	2

31. *Repairs.*—The Civil Buildings cost Rupees 33, while under *Communications* the maintenance and improvement of the Haladi and Kollur road circuits and their respective branches and feeders have absorbed a sum of Rupees 6,563 and Rupees 4,072 respectively, making a total of Rupees 10,635 for *Repairs*.

32. I have not been able to visit these roads during the year under report, and the financial difficulty prevents my doing so now. My Head Assistant and his Tahsildars report that they are in satisfactory order.

33. A memorandum* is appended giving the information required by Government in their Proceedings of 11th November 1868, No. 2,831, paragraph 11.

* One enclosure.

P. S.—Not having been able to make in my office a copy of the tracings, (Enclosure 2,) I shall be obliged if the Board can conveniently have a copy made for record in my office, for they were not obtained without some trouble.

(Signed) H. S. THOMAS,
Acting Collector.

Proceedings of the Madras Government, Public Works Department,
3rd May 1870.

Statement 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.

Name of road.	Total length in miles.	Number of miles kept in repair during the Official year 1868-69.	Number of miles of new road completed during 1868-69.	Number of miles of road still under construction during 1868-69.	Number of miles of road not yet commenced upon till 1868-69.	Remarks.
<i>Class I.—Main lines of communication.</i>						
XX. Road from Calicut to Mangalore.	70	...	...	54	16	This line is incomplete.
XXIV. Do. from Mangalore to the Mysore frontier by the Sampaji Ghaut.	64	64	...	...	...	Completed and bridged, except at the Netravati at Panemangalore.
XXV. Do. from Mangalore to the Mysore frontier by the Angumbi Ghaut.	63	63	...	...	...	Road completed with the exception of bridges.
<i>Class II.—Ghaut and exceptional Roads.</i>						
11 (1.) Kollur Ghaut road from Wandse to Mysore frontier.	32	32	...	...	...	
(2.) Branch from Halkal on this road to Bydur.	16	16	...	...	...	
(3.) Road from Someshwar at foot of Angumbi Ghaut to Haldede.	18	18	...	...	...	
(4.) Road from Hospett near Someshwar to Udipi, with branch to Baje.	28	28	...	...	...	
(5.) Kodekat Ghaut road via Charmadi to Bantwal.	58	58	...	...	...	Completed; a few bridges under repair.
(6.) Manjerabad Ghaut to Mani via Uppinangady.	40	40	...	...	...	Completed, wants bridging at Kumardari.
	389	319	...	54	16	
<i>Class III.—Salt Roads.</i>						
1. A road three yards wide between the Salt Cotaurs at Arebet, in the Waderhobly Division, and the river.	Yards. 330	Yards. 330	...	...	...	

N. B.—There are no Salt roads in this district, with the exception of the one small bit mentioned above, which is in good order. Want of funds has hitherto precluded improvement in this respect; but I have now proposed the following lines for execution in my Budget of *Petty Construction, and Repair* for the ensuing Official year 1870-71, and trust that funds will be forthcoming for carrying them out:—

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	Length in miles.	Amount of estimate.
		RS.
1 Road from the Salt Cota at Mabukal to river on the one side and to the Brahmawar High Road on the other.	1	400
2 Do. from Basrur to Koteshwar <i>via</i> Modi and Arebet Cotaurs ...	4	1,600
3 Do. from Arebet to Koteshwar and Kundapur High Road ...	2½	1,000
4 Do. from Chellanmakki Cotaurs to Neralkotta on the Basrur and Hossangadi road on the one side and to the Yellur Cota <i>via</i> Hem-madi on the other, in the Harnad Division.	9	3,600
5 Improvement of the following lines of road :—		
1 Road from Mabukal Depot to Brahmawar High Road on one side and to the Mabukal Ferry on the other, Rupees 330.	2½	570
2 Road leading from Hiriadka on the Udipt and Someshwar Ghaut line to the Baje river near the depot of that name, Rupees 240.	2	
	21½	7,170

(Signed) H. S. THOMAS,
Acting Collector.

ENCLOSURE No. 2.

ABSTRACT.—Copy of Memorandum showing the details of working principle of a ferry at Basel.

ENCLOSURES Nos. 3 to 6.—Tracings.

SUBMITTED to Government.

- The Board observe that some progress was made in bridging the Imperial lines from the Kodekal Ghaut to Bantwal and from Mangalore *via* Angumbi into the Mysore country.
- The Collector reports that the Provincial School at Mangalore is likely to be completed during the current year.
- The Board resolve to draw the attention of Government to the Collector's remarks in paragraph 12 on the unsatisfactory state of things on the road between Bantwal and Kodekal Ghaut, and to his observation in paragraph 13 on second failure in the masonry works constructed under the Overseer therein alluded to.
- The Collector's report shows that the repair of Trunk Road No. III. is not well managed, and the whole paragraphs 20 to 23 seems to deserve the careful consideration of Government. The Board consider that the maintenance allowance should not be diverted from the repair of the existing road unless it is in every part in thoroughly working condition. This is obviously not the case in respect to the lines in question.
- Mr. Thomas submits with tracings proposal for constructing a ferry at Uppinangady over the Kumardari river, which the Board consider worthy of consideration. Copies of the tracings submitted with his letter are herewith submitted.
- The Board learn with regret that the Mangalore and Mercara Road *via* Sumpaji Ghaut is in a bad state, but the Collector can give no certain information as to the reason. The maintenance allowance is obviously inadequate.
- The remarks in paragraph 29 of the Collector's letter will no doubt attract the attention of Government.

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3rd May 1870.*

No. 31.

ORDER THEREON, 3rd May 1870, No. 1,162.

ESTABLISHMENT, No. 4.

COMMUNICATED to the Superintending Engineer of the 7th Division for such observations as he may have to offer with reference to paragraphs 4 to 8 of the first of the papers above recorded, and for a full report of the circumstances connected with the failure of the Punnalkotta Bridge referred to in paragraph 13 of the Collector's letter.

2. It is clear from the Collector's remarks on the state of Trunk Road No. III. and of the timber bridges on this and the road between Bantwal and Kodekul Ghaut that the allowance from Imperial funds for the maintenance of those roads is totally inadequate. As there is little prospect of the Government being in a position to increase the allowance from the Public Works Budget grant, it will be considered in the Revenue Department whether the latter cannot be sufficiently supplemented out of the proceeds of tolls on Imperial ghauts and roads, which in Canara are credited to the District Road Fund. The manner in which these tolls are now expended will also be ascertained.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 7th Division.
" Revenue Department.
" Board of Revenue.

Exd. A. S. Rodgers.

Govt. of Madras

PUBLIC WORKS.

To

THE SUPERINTENDING ENGINEER

7th Division

&c. &c.

Dated May, 3rd.

Recd.

Encl.

G. O., 3rd May 1870, No. 1,162.

MAY.

Nos. 30-31

Progress of Public Works.—Passing orders on the Proceedings of the Board of Revenue relative to the progress of public works in the South Canara District during 1868-69.

P. W. Department.

No. 1162

Proceedings of the Madras Govt.

Under date the 3 May 1870.

Read the following.

Pro: Board of Revenue / H. E. No. 1081 d/17 Feb/70 /
to Do Do / H. E. No. 794 of 4 Feb/70

Communicated to the Suptg. Engr. of the 7th Div. for such observations as he may have to offer with reference to paras 4 to 8 of the first of the papers above recorded, and for a full report of the circumstances connected with the failure of the Punjalkotta bridge

N.

M. A.

S. S.

See remark on leaf.

referred to in para 13
of the Collector's letter.

It is clear from
the Collector's remarks
on the state of Brunk
Road No III and of the
timber bridges on this
and the road between
Buntwal and Kodkul
ghant, that the allowance
from Imperial funds
for the maintenance
of those roads is totally
inadequate. As there
is little prospect of
the Govt being in a
position to increase
the allowance from

I would say.

"it will be con-
sidered in the
Rev. Dep't. as the
the latter cannot
be sufficient to
supplement the
out of the proceeds
of tolls on the ferries
which in Canara are
credited to the ^{Dist.} Road
Fund. The manner
in which these tolls
are now expended will
also be ascertained."

To
The S. Engrs & the Gov.
Rev. Dep't
Kd of Rev.

the Public Works Budget
grant [the advisability
of transferring the
up-keep of the roads
in question as well
as of others in South
Canara, to the charge
of Local Funds will
be considered in the
Revenue Dep't. It is
observed that tolls
collected on Imperial
roads in Canara are
all credited to ^{Local} ~~those~~
Funds.]

CPB

Recd 5/5/70 to the Kd of Rev. Dep't
9/5/70 to the S. Engrs & the Gov.

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[Faint, mostly illegible handwritten text, possibly mirrored from the reverse side.]

Further Proct 828 of 1857

Copy 673 L. 755

Govt. of Madras

18 PUBLIC WORKS.

To The Superintending Engr.
7th Division

Dated

Recd.

Recd. 5

G. O. 3 May 1871 No. 1162

Nos. 2931

Propy. or Propy. orders on the
of the Board of Propy. relative to the
of the Board of Propy. during 1871.