M.R.O. 14—10,000—21-4-22

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 1779	Press ~~Mis.~~
66	
Dated 7. 9.	1861.

Not to be folded or roughly handled

No. 66. *PROCEEDINGS OF THE MADRAS GOVERNMENT.*

Dated 7th September 1861, *No.* 1,779.

1. Resolved that the Director of Revenue Settlement be requested to furnish information on the following points :—

(1.) What is likely to be the total cost of the Survey of Wainád carried on in accordance with the rules laid down by the Director, and by the Superintendent of Revenue Survey, and approved by the Government?

(2.) To what extent will this Survey answer all the purposes of a Revenue Survey?

(3.) What is the amount of land under different heads of cultivation?

(4.) What is the amount of the annual assessment upon such lands?

(5.) Is any difference made in the amount of assessment when the jenm or proprietary right is in the Government, from that paid when the jenm is in the hands of other proprietors?

(6.) Is any charge made for the Survey of blocks of lands when these blocks are taken up by Coffee Planters or others?

(7.) Would it not be fair and reasonable that purchasers of land, or grantees of land, should pay the expense of such Survey, as is the case in the Colonies generally?

(8.) Ought not some condition of occupancy to be attached to the grant of land for Coffee planting or any other purpose? If this is not done might not a man take up land without any intention of occupying more than a small portion and reserving the rest for pasturage, &c. ?

(9.) Would not a charge for surveying at a given rate per acre check any tendency to this?

2. Resolved also that the Conservator of Forests be requested to state the extent and annual value of the Wainád Forests, as also the tenure upon which they are held, and the cost of conservancy.

3. Resolved also that the District Engineer of Malabar be directed to furnish information, through the Department of Public Works, as to the extent of roads on the Plateau of Wainád, their state, and the annual expense of maintenance and repair; as also similarly to furnish information as to the actual outlay which has taken place in the construction and repair of the different Ghâts leading down from Wainád to the Western coast during the last five years, and to report their present condition, their respective lengths and lines of direction, the tracts of country which they will connect with the coast, and how far each is now used, and is likely to be used if improved, and more opened out for traffic.

(Signed) J. D. SIM,
Secretary to Government.

D.W. 2720

Memorandum

1. On 8th June 1855 Messrs Wells, Vernon, & Ferguson, three owners of Coffee Estates in Wynaad, submitted 8 Govt. Copies of correspondence which had taken place between them and the Collector of Malabar relative to the necessity of a road from Calicut into the Wynaad, as far as the foot of the Tambaracherry pass; & offered to contribute Rs 2250 towards it.

S.M.C. 25 June 1855 No 290

Resolved Re: D.P.W were requested to report what had passed on the subject, and submit estimates and plans for the road

2. On 9th July 1855 Capt Ottley / Exec. Engr Rev D.P.W / reported that the Civil Engineer had not been able to inspect the line in question, as he had been requested to do by the Collector on the application of the Coffee Planters

but that probably by the
end of the year he would
be able & do so
The Govt. urged immediate
attention to the project
in D.M.C. No 416 of 14
May 1855

"Lakkady" Estate. 3 Mr. John Wells, one of the
Planters, on 7 May 1855
again addressed Govt.
protesting against the
line of road that Mr.
Conolly proposed & stated
& stated that Govt.
wished to turn the
road so as to leave
the "Lakkady" Estate,
to its great detriment.
He complained that
Mr Conolly had disregarded
his wishes and those
of the majority of the
Planters. He advocated
a direct line from the
top of the Ghat / Malpatty
which leads directly
to Laltans Battery;

Gudalúr, Mysore, Ban-
galore &c. Be trusted
that Mr Conolly's line
might be stopped until
a regular survey of the
road had been made.
Govt directed Dml No
450 of 23 May 1855 that
these objections should be
duly considered in re-
porting on the line
In his letter of the
Ch. S. of 18 Sept 1855.
Capt Francis stated
that he had not
been over the ground
in the Tambaracherry
Ghat opened & in
the Planters petition
& he scarcely thought
that he would have
time to do so before
the end of the year
so as to admit of the
project being entered
in the Budget of 1856-5

Govt. approved, in Min Cl
No 559 of 19 Sept 1855 of
the postponement of Mr.
Conolly's alteration till
a general Examination of
the line.

5. With the proceedings of 27 March
1856 the Ch. S. forwarded
Capt Francis' diary containing
account of the Country.
The substance of his report
was that he found pre-
sented great difficulties
but that he was sure
that a practicable cart
road might be engineered,
by ingenuity and patience
"from Culpetty to Sultans
"Battery", Capt Francis
says "the road was laid
"out well by the Taluk
"people without scientific
"assistance: I pointed out
alterations, made suggestions
and attended to the
opinions of the Coffee
planters with some of
whom I made a tour
& many of the localities

by me the stated his
opinion that Mr Conolly's
proposed alteration
in the Calicut road
might well be postponed
until the improvement
suggested by the Planters
could be well considered
by examining the whole
line; for he remarked
that the Tambaracherry
pass was so very bad,
that any partial im-
provement was but
a drop in the ocean:
& that though the
Tambaracherry & Cul-
patty line was a good
one in the dry season, he
was not sanguine of
opening an early
Cart road by it - &
that he thought it
a road not likely to
be much general importance

"at and near the pass.

Capt T. "ultimately determined
"that Mr Williams, the Rev.
"Lunaye should commence
"at the head of Mr Clapcott's
"path, and stay a trace
"there at 1 in 20. working it
"each way."

he thought it "a pity that
"Mr Clapcott's improvements
"were not carried out fully.
"The trace was very well
"designed and avoided
"all very steep and slippery
"hills".

6 Col observed that the
information as far as
it went was satisfac-
tory. But much more
detailed investigation
was necessary before they
could form an opinion
in the case

E. & C. Gaz 1856. p. 506.

7. With his letter dated
Dec. 1 1856. The Ch. E.
forwards further informa-
tion respecting the pass
above
E. Tamboachery. &

submits his own remarks
thereon.

The first of the enclosures
in Col. Jones letter, is
a report from the Civil
Engineer Capt Orchterlony
dated 21 Aug 1856.

He "submits for the Ch. Engi-
"neers consideration an Estimate
"of Rs. 28431. for cutting a
"new Khat up the Tambara
"Cherry pass at a gradient
"of one in 20

"The sum estimated for is
"altogether incommensu-
"rate with the commercial
"advantages which the
"most sanguine interes-
"ted could anticipate
"from the completion
"of the work. For when the
"above be the total ex-
"pence; for the line above
"and below the pass
"itself with have to be im-
"proved therefore the
"portion now estimated
"for will stand isolated,

Capt Buckle[illegible] & Capt Cumming.

" the line as a whole, be
" as impracticable as
" Even.
" The linear distance 46 Mls.
" Williams Survey is only
" 40 Furlongs but the
" actual trace is 66.
" Thus the turnings are so nu-
" merous and acute,
" that the ~~function of~~
" ~~performing trucks~~ & work
" would be costly & tedious.
" Again some of the planters
" oppose it; & one of them
" through a portion of his
" Estate it will pass &
" protests against it.
" I recommend therefore
" that the project be
" abandoned; and
" that the existing
" path be improved at
" an outlay of Rs 4000.
" I propose & forward
" this letter & the Coll.
" his remarks, adverse to the
" work.

Mr Kennedy

the Peria Pass on one side
" is [illegible] practicable throughout the year for bandies;)
" and the prospective
" land route to Mysore
" and the Nilgherries
" via Carcoor, on the
" other, seem to shew
" that it will be only
" the growers of coffee &
" other dry grains situated
" in Southern Wynaad
" who use Calicut as
" a shipping port who
" will use the Tambaracherry pass; and
" if Tellicherry is found
" to be a more convenient
" port than Calicut, even
" this traffic will diminish.

Enclosure 2. in the Ch. Engr's letter

The Collector of Malabar,
on the perusal of the
above, recorded a
on the subject
memorandum as
follows.
We commence by

saying that he earnestly
support the Tambaraad
Pass from the Wynaad
& the Carbon affluent
& the Rail and portal
Begun.
He shews the daily increasing
importance of Wynaad,
to which much European
Capital, intelligence &
enterprise is attracted.
He declares himself
to be so impressed with
the value of Wynaad
& its prospects that
he hopes that no lenient-
able & pence & kind &
indulgent consideration
will be spared to this
very suitable country
in order to attract
European Settlers. He
" says that
" the Southern part of
" Wynaad is the one most
" visited & the
" most important.
" Some large Estates
" have been settled in the
" part above the Karkin
" Pass but the great tendency
" of it will be to settle
" in Wynaad proper.
" The opening of the central
" and S.W. portions are
" much more important
" than the more distant
" neighbourhood of Gudalur.
" At all events the inconve-
" nience which the Gudalur
" Rinjaries would experience
" is not half that which
" would be entailed
" on the general traffic
" were it to be forcibly
" diverted down the Kar-
" kin Pass from the
" fine open climate &
" country of Central
" Wynaad.
" He truly is the Tambara
" chery road advisable
" in the Lake of the pass
" of Wynaad & which it

+ in the North Eastern part.

" leads, but it is necessary
" inasmuch as a large
" export trade moves thro'
" it coastwards from
" Mysore. which would
" be most independent
" of direct."

" From the lines
" required for Wynaad.
" the N.W. pass Tellicherry
" through the Periah
" pass, & the other S.W.
" pass Cannanore & Bayspore,
" & join the Railroad
" for this latter the
" Tambarachery pass
" would be the best line
" (for the Periah pass
" I would propose a
" liberal Estimate in
" next years Budget)
" In the Tambarachery
" pass, an outlay of
" 16000 Rupees is necessary
" & for it for wheeled
" carriages. His wishes

i.e the Estimate minus the contributions of the Planters

" and comparatively healthy
" and leads through a
" country now benefitted
" by European capital.
" It is now nearly impassable.
" The above expenditure would
" make a good wheel road
" from Calicut and Cannanore
" on the Bayspore river
" up the pass, & Sultans
" Battery (or Ganapati-vattom)
" The Planters will contri-
" bute Rs 12.215 of the
" total cost.

Mr Robinson concludes by mentioning that his views were identical with those of the late Mr Conolly & of Mr Clarke.

9. Mr Clarke also forwarded the above quoted letter from Capt Ouchterlony & the Planters pledged themselves to pay would guarantee the payment of the

difference between the old and new estimates; & (2) Whether any opposition would be offered & the road being carried through any of their Estates.

The planters in reply, enclosed the minutes of a public meeting they had held & discuss the subject. They had "resolved & offer "no opposition to the "direction of the road; "only reserving to them- "selves the right of endea- "vouring to better the "line selected by the "Surveyor

They stated their opinion that even if 4000 Rs were to be expended annually on the present line, it would not be of any use owing to the extreme natural difficulties of soil situation &c. Firmly convinced that that an entirely new line must be adopted they offered to subscribe half the difference between the old and new estimates, viz $\frac{28431 - 4000}{2}$ Rs / 12,215 /

They allege as their reason for only subscribing half the amount, that inasmuch as new Estates are being constantly opened out, by Europeans and Natives, & as the general traffic of the Country would benefit, and not the present owners of producing Estates only, it would be unfair & make them contribute the whole cost of the undertaking.

10 Estimates in abstract and a sketch map of the Country are also enclosed in Col. Jakes letter. In this he remarks,

"The amount estimated
"for the form of the Pass
"is Rs 32000. of the
"road above and below
"2000. total Rs 46.000
"which I would recom-
"mend an addition of
"Rs 4000. making altog-
"ether Rs 48000" for the
whole line from Calicut
to Jamapalivattam. 60
miles, = 800 Rs a
mile.

"The views of the Ag[illegible]
"and those of the
"Civil Engineer were
"at first entirely at
"variance But now
"Capt Puckleburg's views
"have undergone a
"change. In his letter
"to Mr Robinson under
"date 3 Dec. 1856
"he willingly gives his
"adhesion to the mea-
"sures proposed for the
"Tambaracherry Ghaut
"under the attend
"circumstances which
"the correspondence with
"the planters have elici-
"ted. So that the
"Govt. & Civil Engr's views
"are in the advisability
"of the work though
"Capt Puckleburg gives
"a comparative preference
"to the Karkur pass.
"Col Faber thinks that
"the merits of the two
"lines by Tambaracherry
"& Karkur are so
"totally distinct & that they may
"both be undertaken
"with advantage Dy Gt.
"The spontaneous submis-
"sion to a road tax
"by the Coffee planters
"is the best possible
"test of the value of the
"improvement"
"Be it in favour B

the imposition of a Toll
either than the accep-
tance of the planters
offer to contribute upwards
of R. 2.000 he thinks that
the returns of such Toll
would doubtless be re-
munerative; though
data are not forthe-
coming to say to what
extent; & he considers
that airpons prose-
cution of the work
might render feasible
the establishment of
toll gates in 1858.

The Ch: Engineer concludes
by saying that "in spite
" of the unprecision of
" the Estimate and
" the impracticability
" hitherto of having the
" trace (which appears
" to require material
" alteration) examined
" by any Officer superior
to the Revenue Surveyor
who made it; & although
Capt. Cuckletorny considers
that the trace, as it
stands, will not avail
for the formation of a
Railroad, yet as the
returning the Estimates
for revision will ensure
the postponement of
every important work.
I submit the Esti-
mate for the sanction
of Govt. trusting that
the add. 4000 Rs.
may cover the alter-
ations that may
be found necessary."

11 The questions for the
decision of Govt. are
three-fold.
First which of the
lines shall be fixed
on in the Ghaut

Country.

2nd. Whence shall the funds to carry out the project decided upon be derived.

The 2 proposed are
1st. from Calicut. via Tambaracherry. up the pass leading to the Lakkady Estate. thence via Vytry & Calpetta & Calpatty to Sultans battery.
2nd from the Coast up the Karkin pass.
Capt Cuthbertson was at first opposed to the Tambaracherry pass. thinking that the general benefits to be derived from it were small: Mr Robinson on the contrary strongly advocated it. Capt C's views have now changed he admits the great importance of the Tambr. pass. and gives only comparative preference to the Karkin pass. Col Faber, in accordance

From Sultans Battery to Calicut road via
Ghat ——— 12000
Ghat 32000
Add^a for contingencies. 4000
Total for } 48000 Rs.
Sultans B. to Calicut

with these views recommends sanction for Rs 48000 for 60 miles of road up the Tambaracherry pass.
He does not notice apposal of Mr Robinsons that a liberal estimate shall be inserted in the next Budget for surveying the Peruah pass
If Govt decide in favour of the Tambaracherry pass, orders are requested as to whether the whole of the Expense shall be borne by Govt or if not whether the Coffee planters contribution shall be accepted, or the whole of the money being in the first instance disbursed from the Treasury Tolls ~~shall be~~ imposed as proposed by the Chief Engineer.

MM
Jan 11.

Memo.

I want to know the state of the question relative to the Roads in Wynaad. I see by the enclosed Paper (which must be sent back to Col Crosley) that for the single line from Beypore to Mysore with a branch to Cotacamund a distance altogether of 100 miles the Estimate sent in was 4½ lacs. a good deal of money has already been expended upon this. a Survey has been made, and the track partially marked out. what has been done since 1858.? what is proposed to be done.? I do not see any particular advantage to be gained by marking a branch to Cotacamund and I should like to get at some of the statistics of traffic between Wynaad and Mysore in order to be able to form an opinion as to the necessity of continuing the line from Gundalore onwards towards Mysore. The Ghaut is at the extremity of the Wynaad district and the road from the foot of it passes through a District which will be full of teak Plantations.

&c

so that it will be of use to more than the Coffee Planters.

Next to the Coreoor Ghaut is that at Tambracherry - what is the state of this? is there any Estimate for its improvement? is it likely to be much used? what state is the road from the top of the hap to Sultans Battery - and Mavendoddy?

The same as to Cootuddy Ghaut

The same as to Periah Ghaut.

I want this information for the purpose of enabling the Govt to come to some decision on the subject of these Roads and on other matters connected with the Wynaad District. The extent of the District is roughly, say 1200 square miles or 780000 acres. of this but a small portion is under cultivation and the Revenue derived from it is small. and yet upon the Roads in this District very large sums must be expended if these four Ghauts are to be made practicable and accessible from the different parts of the District - and not only must there be a large outlay upon their construction - but the annual outlay on repairs must, looking to the character of the Country be very heavy, though the traffic will be trifling.

14

The idea of a Toll through the easiest and most available means of raising funds for repairs could not I am afraid be carried out on account of the paucity of the traffic - the cost of collection would swallow up the whole of the receipts How then is money to be raised for these repairs -?

Is it fair that so great an expense should be thrown upon the general Revenue for the local benefit of a district so scantily peopled? would it be possible to levy a road cess or rate - or to raise out of the district a proportion at all event of the money required to keep the Roads in repair - and of the capital employed in constructing them? These are questions which will have to be thought of - but before we consider them we must have some special data - both from the Chief Engineer and the Collector of Malabar.

(Signed) W. D.

Memo.

On reference to the Papers connected with the Wynaad Survey, I find that all the principal questions have been carefully discussed and settled by orders of Govt. & these orders it would be unwise to question now, even more their propriety more questionable than is the case. But there are some minor points upon which I should wish to procure more positive information and should wish the Director of Revenue Settlement to reply to the following queries.

1st What is likely to be the total cost of the Survey of Wynaad carried on in accordance with the rules laid down by the Director and the Surveyor Genl. and approved by the Govt.

2d To what extent will the Survey answer all the purposes of a Revenue Survey.

3d What is the amount of land under different heads of cultivation.

4th What is the amount of the annual assessment upon such lands.

5 Is any difference made in the amount of assessment when the Jenm or proprietary right is in the Govt proper that paid when

True Copy of a Memo: by the President on Board H.C. Vessels at Bombay

when the Sum is in the hands of other proprietors.

5. Is any charge made for the Survey of Blocks of Land when these Blocks are taken up by appln Planters or others

7. Would it not be fair and reasonable that Purchasers of Land or grantees of Land should pay the expenses of such Survey as is the case in Colonies generally

8. Ought not some conditions of occupancy to be attached to the grant of Land for Coffee Planting or any other purpose. If this is not done might not a man take up Land without any intention of occupying more than a small portion and reserving the rest for Pasturage &c

9. Would not a charge for Surveying at a given rate per acre check any tendency to this.

10 Refer to Conservator of Forests as to extent and annual value of those in Wynaad. also as to tenure upon which they are held. Also as to cost of Conservancy

11 Refer also to Dept of Public works as to extent of roads on the Plateau of Wynaad. their state and annual expense of maintenance and repair.

12 Refer to Same as to actual outlay which has taken place in construction and repair of the different Ghauts leading down to the Western Coast.

(Signed) W. D.

For Copy of the Minute
of the Proceedings
on Revenue Survey

Revenue Department.

Proceedings of the Madras Govt.

Dated September 1861. No.

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6. Is any charge made for the survey of blocks of lands when those blocks are taken up by Coffee Planters or others?

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expense

Revenue Department

No 1719

Proceedings of the Madras Govt.

Dated 7th September 1861. No

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3d What is the amount of land under different heads of Cultivation?

4th What is the amount of the annual assessment

W-dl

4/11

expense of maintenance and repair, as also similarly to furnish information as to the actual outlay which has taken place in the construction and repair of the different Ghauts leading down from Wynaad to the Western Coast during the last five years — and to report their present condition — their respective lengths and lines of direction — the tracts of country which they will connect with the Coast and how far each is now used, and is likely to be used if improved and more opened out for traffic.

P.1. To the Director of Rev. Settlement
P.2. " Conservator of Forests
P.3. " District Engineer, Malabar
do " Chief Engineer, S.R.W.

L. Wilkinson

ment upon such Lands?

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condition - their respective
lengths and lines of direction -
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they will connect with
the Coast - and how far
each is now used, and
is likely to be used if
improved and more
opened out for traffic.

I. N. S

Copy
13. To the Director of Revenue Settlement. Dispy
14. " Conservator of Forests. S
" " District Engineers, Malabar. S
do 13 " Chief Engineer S.R.W.S
" 14 — Board of Revenue. S
1 — Collr of Malabar S

S. Sturrock

28
27

Revenue 1861 Sept.
Pro: of Govt for Sept.

No 1779.

Pro: of the Madras Govt
Dt 7th Sept: 61.

From the Offg Conservator of
Forests 7/11 Sept 1861
From Dr of Revn Settlement 1892
28 Septr 61 & No 2270 in Do 2 Octr 1909
From the District Engineer
Malabar 16 Sept: 1861 No 2223
in

Requiring the Dr of
Revenue Settlement to
furnish information on
certain points-

From the Chief Engr Dpt
Oct 8/61 No 2282 in
Dpt

From the Sec of Rev Dept 4/23
Sept 1861 No 2308 in Bro

No 66-