M.R.O. 14—5,450—22-10-25.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 555 Press / Mis.

Dated 28- 4- 1866.

Not to be folded or roughly handled

6-6

Proceedings of the Madras Government, Revenue Department,
18th April 1866.

No. 228. Read the following Proceedings of the Madras Government in the Public Works Department:—

Communicating to the Superintending Engineer, 7th Division, letter from the Commissioner of Mysore on the subject of the state of the "Charmady" Ghát, and sanctioning the designation of the Ghát in question being altered from "Charmady" to "Codé Cull." } (Here enter 10th April 1866, No. 1,099.)

No. 229. ORDER THEREON, 18th April 1866, No. 888.

Miscellaneous.

Communicated to the Board of Revenue and Conservator of Forests.

(True Extract.)

(Signed) J. GROSE,

~~Acting~~ *Under Secretary to Government.*

To the Board of Revenue,
" the Conservator of Forests, } With Proceedings Public Works Department, No. 1,099.

Exd. S. T. Augustin.

No. 144. Read the following letter from the Commissioner for the Government of the Territories of His Highness the Maha Rajah of Mysore, to the Secretary to Government, Public Works Department, dated Bangalore, 19th March 1866, No. 5,787-51:—

1. I have the honor to acknowledge the receipt of your letter No. 144A-765A, dated 7th instant, directing my attention to the state of the "Charmady" Ghaut road, as reported in a communication from the Superintending Engineer Colonel Walker, under date the 15th February last, No. 262.

2. In reply I beg to transmit herewith for the perusal of His Excellency the Governor in Council, copy of a communication recently submitted by the Officiating Chief Engineer, containing a detailed report of the result of the Executive Engineer's inspection of the ghaut in question, on the 22nd January last.

3. The ghaut was only opened for cart traffic at the end of the working season of 1864, a circumstance to which I can personally testify, though Colonel Walker seems to have been under some misconception on this point. There is reason to believe that for some years to come there will be constant land slips on this line, owing to the want of coherence of the soil, but it may be anticipated that after each year's repairs, these will gradually become less, while it is hoped that the ghaut will not again be subjected to such a severe trial as it was exposed to in the last monsoon.

4. I take this opportunity of mentioning that the ghaut under reference is commonly known in Mysore as the "Boond Ghaut," while the name "Charmadi," is the name by which it is apparently recognized only in the District below the ghauts. As the line of road lies for the most part within Mysore limits, and the heaviest part of the work of construction has been undertaken on this side, I would beg to submit the desirability of giving it the name of the "Codé Cull Ghaut," the word being derived from the umbrella-shaped rock, which presents a very conspicuous feature on the ghaut.

No. 615.

Detailed Inspection Report of Captain W. H. CAMPBELL, Executive Engineer North Ashtagram Division, from 10th to 26th January 1866.

* * * * *

BOOND GHAUT. 22nd January 1866. *From boundary coming up to Kotagar.*—The zig-zag at the boundary has been rather cut up by the rains. Thence for about half a mile there are a few very slight scarp slips, which with the exception of one where the earth has fallen across the road, do not in the least impede traffic, the remainder of the mile passes through heavy forest with a low scarp and is in good order. Three road tunnels in this mile are damaged, some of their covering stones having given way.

Second Mile.—For the first 2/3ds chiefly through forest as far as Codé Cul, the road is in fair order with a few trifling scarp slips of no consequence; at Codé Cul the road is cut up by the rains, and a few pieces of rock at the further end of the Codé Cul rocks have slipped into the road; a short distance further on, where there is a small stream trickling down some large rocks, the revetment has been washed away, and with it the road, forming the first gap and the first serious damage, thence to the 2nd mile stone or top of counterslope the road is good.

Third Mile.—From top of counterslope to Girria Naick's stream, road requires a little surface repair, but otherwise is in good order except a few yards before the stream the revetment for some ten yards has given way, and with it about one-third of the width of the road, thence to foot of counterslope road requires but trifling surface repairs, at the foot of the counterslope some twenty yards of revetment with two-thirds of the road have been carried away, owing mainly to the rush of water down the road, which at this place is very steep and much cut up. It was here that Mr. Boesinger had about the heaviest piece of revetment building on the whole ghaut, and carried it out very well, a little further on at some black rocks sloping down to the road, the revetment and road have been carried away by the rush of water down the rocks, making the third serious injury to the road; thence to Jamgullbetta by the 3rd mile stone in fair order, except just below the Jamgull, where for some fifteen yards the revetment and three-fourths of the road have been carried away, making No. 4, serious injury.

Fourth Mile to just beyond Bootcul in good order; in the rise from Bootcul the road is very badly cut up by the rain, owing to bad drainage, thence to about the three-quarters of a mile in fair order; here and there is a heavy revetment at the beginning of which a short piece of revetment with one-third of the road has given away from the boundary; up to this no work of any kind has been done this year, except removing one or two fallen trees just beyond the heavy revetment, the whole hill side above the road slipped on to it, blocking the road for thirty yards; a 10-foot road has been cleared through this; a short distance further on at a re-entering angle, where a stream crosses the road and where Mr. Boesinger had a very heavy revetment to build, some 30 yards of road were entirely swept away, temporary repairs have since been made to this place which is just passable for carts; this is the fifth serious injury, the remainder of the mile is in fair order. In the 5th, 6th, 7th, and 8th miles general repairs have been carried out, and the scarp slips removed, no revetments have been yet re-built nor is there much in this line to be done; work is in progress in the 5th mile, in which a large scarp slip [illegible] Difficulty torrent is being cleared away, after which the coolies will be moved on to the 4th mile. Sixth mile in fair order, has been roughly repaired.

Seventh Mile.—The water-fall bridge is in good order, but requires tarring very badly, and a few stones on the pier under one of the wall plates to be replaced. The rise from the bridge is very steep and rocky, and on the crest of the rise is a stream which annually breaks bounds and rushes down on to the platform of the bridge, carrying down large stones; the vents of the drain over the stream have been enlarged this year by Mr. Haldwell, and it is hoped will carry off the whole of the flood water; this stream passes over sheer rock, and its bed cannot, at least with our present means, be lowered or altered; at about half the mile is a small slip of the revetment with about two-thirds of the road, which has been overlooked in the general repairs; the road is impassable for carts, but the obstruction can be so easily remedied that it cannot be called a serious one. In this mile there are a few of the minor revetments three or four feet high, which have given way but without damaging the road.

Eighth Mile now in good order throughout, and seems to have sustained very little damage. The old paved causeway, in the stream at the half mile, has been completely carried away, and the stream is hardly passable for laden bullocks; I have directed a new causeway a little higher up stream to be constructed. One of the abutments for a wooden platform bridge constructed last year has been carried away, a paved causeway will do for the present very well, and nothing will be done about the bridge.

General Remarks.—The manner in which the ghaut has stood the past monsoon is, I think, rather satisfactory and encouraging, for it must be remembered that from the day work was stopped last year, viz., end of March 1865, the ghaut has been left through the whole of the monsoon without any conservancy establishment on it, to keep the drainage clear or to remedy any defects in it, so that its trial has been a hard one; and yet there have been but five serious slips of the road and revetments supporting it, and these only from fifteen to thirty yards long each, and all attributable to defective drainage and therefore preventable had there been a repair party on the

ghaut through the monsoon, and there have been but three heavy scarp slips, the whole of the remainder being such as may and will occur on almost any ghaut, but are here in greater numbers, owing to the newness of the cuttings. To read Mr. Haldwell's report, and even the above one on the first four miles, casually, the impression is given that the ghaut must have been very much damaged owing to the constant recurrence of the words scarp slips and slips of revetment, &c., but when the aggregate amount required by Mr. Haldwell's estimate for the current year's repairs, (and it seems a very fair estimate,) viz., Rupees 3,714, is considered, in conjunction with the fact that it is to repair the injuries of eight months, I think it will be granted that the state of the ghaut is encouraging. This year work commenced on the 6th December 1865, very late but unavoidable, for although I had some 200 or 300 men ready early in October to go to the ghaut, the whole of them left for Coorg because I was not ready so early to begin work. There have been about 125 men on the work chiefly Canara men, but the day I inspected it there were only 49 the remainder not having returned from their homes whither they go on the Saturdays to purchase stores for the following week.

* * * * *

HASSAN,
29*th January* 1866.

(Signed) W. H. CAMPBELL, Captain,
Executive Engineer, North Ashtagram Division.

(True Copy.)
(Signed) R. H. SANKEY, Major, R. E.,
Officiating Chief Engineer of Mysore.

No. 145. ORDER THEREON, 11th April 1866, No. 1,099.

CIVIL WORKS, No. 22.

1. Communicated to the Superintending Engineer of the 7th Division, with reference to his letter No. 765 of the 7th March 1866.

2. Under the circumstances explained by the Commissioner of Mysore, the Governor in Council sanctions the designation of the ghaut in question being altered from "Charmady" to "Codé Cull."

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 7th Division.
" Controller of Public Works Accounts.
" Accountant General.
" Revenue Department.

Exd. S. T. Augustin.

Pro: 7 March 1866 A 141-142.

Nº 228-229.

Pro: 1866. Of Apr.
Pro of Govt for April
Nº 1038.
Proceedings of the Madras
Govt in the P. Mkt

Dated 10th Apl
Received 12th " 1866.
Nº 1099.

Communicating to the
Supt Engr 9th Divn letter from
the Commr of Mysore on the
subject of the state of the Char-
mady Ghat, and sanctioning
the designation of the Ghat in
question being altered from
"Charmady" to "Codé Cull"

Nº 888. 18 April
Keith Ryder

Nº 888.

Communicated to the Bd
of Revenue Comrs of Forests.

18th Apl 1866.

1° To the Board of Rev
4 To the Conservator of Forests

Jno Ellis Esq Sec Govt Pro 1099 dated 18th Apl