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MADRAS RECORD OFFICE

Government of Madras

Revenue DEPARTMENT

G.O. No. / ~~B.P. No.~~	106	~~Press~~ / Mis.
Dated	15-4-1872	195 .

Not to be folded or roughly handled

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Proceedings of the Madras Government, Financial Department, 4th April 1872.

Read the following papers:—

No. 17. From the President of the Local Fund Board, Calicut, to the Secretary to Government, Public Works Department, Fort St. George, dated Calicut, 23rd January 1872, No. 3.

I have the honour to forward a letter to your address from the Superintending Engineer regarding the Karkoor ghaut road, which was transmitted to me in view to the Budget allotment being entered. The Budget was passed at a meeting on the 18th January, extract from Proceedings of which is enclosed. I was therefore unable to furnish the information desired at an earlier date.

2. Colonel Farewell's report is so full that it is unnecessary for me to go into the details of the present state of the line.

3. The pressing necessity is the completion of the Cherupoya and Eddakurra bridges before next coffee season.

4. The completion of the masonry work is already provided for. As to the superstructures, the iron must be landed before the monsoon. Mr. Maylor, who so successfully and promptly carried out the Calicut pier, has sent in plans and estimates for the works which have been approved by the Local Board.

5. Since the meeting, I have received back from Colonel Farewell the plans and estimates of the Cherupoya and Eddakurra bridges, and have communicated again with Mr. Maylor, who is prepared to accede to such slight alterations in detail as the Superintending Engineer considers necessary.

6. The plans and estimates are herewith submitted, and if now approved by Government there is still time to admit of the work being carried out before the next carting season commences. Mr. Maylor has already supplied his Agent at Home with the designs and specification and can, if the decision of Government is received within a fortnight, send order by telegram in time to admit of the material being shipped by a steamer which his Firm have chartered for the canal route.

7. The iron would thus be landed before the end of May, floated to site and put up during the monsoon, and the bridges would be ready for traffic in October.

8. The only difficulty is as to money. For the superstructure of the Cherupoya bridge the estimate is 14,000 Rupees, and of this 7,000 has been allotted in the Budget of 1872-73. I have no doubt as to being able to provide the remaining 7,000 by transfer or otherwise.

9. The estimate for the superstructure of the Eddakurra bridge is 18,000 Rupees; a sum of 2,000 Rupees is allotted for this in the Budget of 1871-72, but it has been found impossible to allot any part of the balance, viz., Rupees 16,000, in the Budget of 1872-73. Unless therefore Government are disposed to advance the funds or permit their being borrowed by the Local Fund Board this bridge must stand over till next year. Considering the exceptional circumstances detailed by Colonel Farewell under which the Local Fund Board find themselves called on to provide for the re-construction of these important works, and looking to the heavy losses entailed by further delay in completion, I beg strongly to urge that Government authorize the acceptance of the tenders for *both* works, on the understanding that in the event of its being found impossible to provide from Local Funds Rupees 16,000 for the Eddakurra bridge, the sum will be advanced from Provincial Funds, to be adjusted in 1873-74.

10. I may add that there are tolls on this line of road which may be safely estimated as yielding 6,500 Rupees a year, affording ample security for this money as well as for the further sum required to complete and metal the ghaut and road up to the frontier. If these two bridges are finished, the line will be practicable at all seasons from the Mysore frontier to the head of the water communication at Areacode and to Calicut, the unbridged Beypore river having, however, to be crossed by a ferry near Calicut.

11. In regard to the quite distinct question of retracing the line west of Areacode, I fully concur in the advantages pointed out by the Superintending Engineer. It seems, however, premature to discuss the question further until the cost of the alterations has been more definitely estimated, and until the Government have decided whether works are to be carried out from loan, as the resources of the Local Fund forbid such an expensive work being carried out from income.

Extract from the Proceedings of a Meeting of the Calicut Local Fund Board, held at Calicut on the 16th, 17th, and 18th January 1872.

The Board have carefully considered the G. O., dated 27th October 1871, No. 2729, together with the exhaustive report drawn up by Colonel Farewell on the subject of the completion of the Karkoor ghaut line of road.

They consider that the scheme should be treated of in two parts, viz., from Calicut to Areacode and from Areacode to the Mysore frontier.

The latter claims precedence as there are at present available from Areacode to Calicut a good cart road and good water communication. The chief obstacles on the eastern section are, as pointed out, the Cherupoya and Eddakurra rivers at the 40th and 50th miles.

The Board have provided in the Budgets of 1871-72 and 1872-73 the necessary funds for completing the masonry of the Cherupoya bridge, and they have provided in the Budget of 1872-73 a further sum of Rupees 7,000 being half the cost of the iron superstructure. They have also approved of a tender and estimate for the superstructure, and this has been countersigned by the Superintending Engineer.

If this is approved by Government so that the contractor may at once order the iron work out, the bridge may be completed by the commencement of next carting season. In that case the balance of Rupees 7,000 will have to be provided by transfer or savings under other heads.

For the Eddakurra bridge an estimate has been sanctioned by the Board and approved by the Superintending Engineer. The amount is Rupees 18,000 for the iron superstructure. The masonry abutments are ready. The state of funds does not admit of any allotment being made, but if a loan is sanctioned, this bridge may also be put up by the same time.

This section below ghaut would then require only metalling; above it requires metalling and improved drainage on the ghaut. The balance of estimate on and above the ghaut is Rupees 1,90,000.

Major Kennedy is of opinion, however, that reductions might be effected, and that a sum of Rupees 20,000 a year for four years would suffice to complete the work.

Below ghauts 50,000 Rupees is roughly estimated to complete the line.

The tolls on the line have been estimated at 6,500 Rupees, which, however, is decidedly below the mark.

The Board are of opinion that the proper course would be to raise a loan of Rupees 1,30,000 on the security of the tolls, to be liquidated by annual instalments of the sums which otherwise would have been necessary, as annual grants and as supervision charges which after the completion of the line could be greatly reduced.

Next as to the section of the road between Areacode and the coast. The only unbridged river is the big Beypore river at Mamally. Carts taking coffee for Calicut are much delayed at this

ferry. The river was bridged there in 1861, but the bridge did not stand more than a season and the site has been finally condemned by the Engineers.

It is observed that Colonel Farewell considers that the line from Areacode to Calicut should cross the river at Areacode, and the Range Officer reports that the trial trace carried out last week on this line has proved most favourable in regard to distance, gradient, and cost.

The Board fully approve of this proposed alteration which will lead to great economy in maintenance, in addition to providing a very much improved communication not only for South-East Wynaad traffic, but also for traffic between Palghaut and the Tambercherry ghaut. Until the trial trace is completed no estimates can be prepared, and at present no funds are available. It seems therefore premature to go further into the question of the construction of this line which must depend on the view taken by Government of the proposal to raise loans on the security of tolls.

(True Copy.)

(Signed) A. MACGREGOR,
President.

Transferred to the Financial Department.

FORT ST. GEORGE,
29*th January* 1872.

(Signed) J. CARPENDALE, Colonel, R.E.,
Secretary to Government, P.W.D.

No. 18. Proceedings of the Board of Revenue, dated 6th March 1872, No. 1718, (Miscellaneous).

From the President of the Local Fund Boards, Malabar, to the Secretary to the Board of Revenue, dated Calicut, 23rd February 1872, No. 47.

I have the honour to inform you that on receipt of a telegram* from Government sanctioning the tenders of Mr. Maylor amounting to Rupees 32,000 for the superstructures of the Eddakurra and Cherupoya bridges, I at once placed myself in communication with Mr. Maylor on the subject, and he accordingly telegraphed to his Home correspondents. They replied that, in consequence of the rise in the iron market, they were unable to execute the work on the terms which they had previously stated. Mr. Maylor represented that he was unable to undertake the work unless some increase was made in the terms so as to meet the rise in the market that had taken place since he tendered and asked for 3,500 Rupees more. I offered Rupees 2,500 and an advance of Rupees 5,000 on security on signing the contract, and Mr. Maylor accepted these terms.

* Its copy and Extract from letter to Government, dated 23rd January 1872, No. 3, are enclosed.

2. I saw the telegrams which passed both ways on the subject, and also the article on the iron trade in the *Builder* of the 26th January which fully bears out the statement as to the considerable rise which has lately taken place.

3. As the matter did not admit of delay, I trust Government will approve of my having taken on myself the responsibility and will also approve of the supplementary estimate which will be necessary.

4. The increase is about 7½ per cent.

5. The Local Fund Board have arranged by transfers, which have already been proposed to the Board, for an advance of 5,000 Rupees being made during the present year, so that there will be no heavier call on the Local Fund for next year in respect of these works than was already anticipated.

Submitted for the orders of Government with the Board's recommendation that the Collector's proposals be sanctioned.

(True Copy and Extract.)

(Signed) J. GROSE,
Secretary.

No. 19. From the Acting Superintending Engineer, 7th Division, to the Secretary to Government, Public Works Department, Fort St. George, dated Cochin, 12th February 1872, No. 237.

With reference to your Memorandum, dated 9th January 1872, together with its enclosure, herewith returned, I have the honour to refer you to my report* called for in G. O., No. 2729, dated 27th October 1871, forwarded to you through the Collector of Malabar on the 20th December 1871, and beg further to note that not having inspected the last three miles of the road under notice between the Eddakurra river and the foot of the ghaut, I called upon the Range Officer to report on its state and enclose his reply†.

* No. 204, dated 20th December 1871.

† No. 579 of 1st February 1872.

From the Executive Engineer, Calicut, to the Superintending Engineer, 7th Division, dated Nellumboor, 1st February 1872, No. 579.

With reference to your Memorandum, No. 401, 17th January 1872,* on the subject noted in the margin,† herewith returned, I have the honour to report that I have this day completed inspection of road from Areacode to the foot of the Karkoor ghaut.

* Received 24th idem.

† 1. Mr. Ouchterlony's complaint, dated London, 21st Nov. 1871.
2. Memorandum from Secretary to Government, D. P. W., thereon.

2. The 50th milestone is just beyond Eddakurra bridge site, the 53rd is just past our boundary at the exact foot of the Karkoor ghaut.

3. These three miles are in very fair dry weather traffic order, the first mile is pretty open, the last two in dense jungle, damp even at this advanced period of the season.

4. The expenditure on these three miles and up to the 49th mile (west of Eddakurra) has been as follows :—

	Rs.	A.	P.
August			
September	32	7	0
October	144	8	6
November	354	11	9
	103	7	0
Total...	635	2	3

that is to say, nearly 200 Rupees more than their share of maintenance, Rupees 110 per mile per annum, and the two miles through the dense jungle were repaired with good gravelly shingle from an adjacent nullah.

5. I have been informed that the Acting Taluq Overseer inspected this work once a fortnight between 1st August and November.

6. On the 25th of October 1871 I sent in an estimate, Rupees 2,500, for re-placing the wooden tunnels from 39th to 53rd mile with granite covering stones, and reported that they were all too dec[illegible]her season's traffic. This estimate has been passed by the Local Fund Board of the Calicut Circle and entered in their Budget for 1872-73, and as funds were not available in current official year, I repaired all the tunnels temporarily, but strongly with the best materials at hand : *completed*, 4th November 1871.

106/3

Proceedings of the Madras Government, Financial Department,
4th April 1872.

7. Since your inspection of the road, I have improved the ford to the Eddakurra river, laid down gravel and shingle on the approaches to it, and cleared vast clumps of bamboos, which in previous years excluded the sun and kept the approaches wet and muddy.

8. Over the Cherupoya river I have constructed, at a cost of Rupees 150, a very strong temporary bridge, four piers of three sets of posts strongly braced and protected by fascines filled with stones : breadth of piers, 5 feet each, 5 spans of 16 each : total length 100 feet.

9. This temporary bridge was opened and through-traffic established 18th December 1871.

10. In conclusion, I have the honour to remark on the three main points of Mr. Ouchterlony's letter :—

1*stly*.—That the culverts had been broken down. True, but the road was closed to traffic during the monsoon, and they were all repaired by 4th November ; to have repaired them earlier would have been injudicious and only exposed them to wet and decay.

2*ndly*.—That the Nellumboor bridge approaches were not completed. True, but they were completed in November, before through-traffic could be established.

3*rdly*.—Regarding the Cherupoya river, I can but offer my opinion that the 15th of December is about the earliest date at which this river can be temporarily bridged with safety : nor until Cherupoya and Eddakurra bridges are constructed can through-traffic be established earlier.

11. The re-construction of the western and completion of the eastern abutments have long since been passed by the Calicut Circle Board, and for the former Rupees 3,000 entered for expenditure in current official year, but up to the present date I have received no authority to commence. The two best months of our short brick-making season are passed, and I see every prospect of losing another season.

12. The Calicut Circle Board have sanctioned estimates for the superstructure of both Cherupoya-Eddakurra bridges, and will provide funds for the former, and most important, in 1872-73, if approved by Government. For the latter and other works they have requested permission to raise a loan.

13. The maintenance for the road for 1872-73 has been raised from Rupees 110 to Rupees 220 per mile, but the road is only a very good dry weather road, and the greater part of the soil east of Cherupoya bridge destitute of gravel. There are, however, a few stoney hills here and there, and shingle to be obtained from the rivers, and there can be no doubt that the last fourteen miles should be metalled simultaneously with the completion of the bridges, and prior to throwing open the line to monsoon traffic. I would also suggest judicious clearance in those parts of the road where the jungle is so dense that the sun never reaches the surface and the road never dries.

14. Last season the temporary bridges over Nellumboor and Cherupoya were breached *at the end of April*, so that it may be said of the Karkoor road that in its present unbridged state it can be only considered safely open for cart traffic 4½ months in the year.

From J. OUCHTERLONEY, Esq., London, to the Secretary to Government, Public Works Department, Fort St. George, dated London, 21st November 1871.

I have the honour to address Government in continuation of my letter of the 25th August last, and beg again to express the hope that the urgency of the case may plead excuse for my importunity.

2. Another coffee season is now close at hand, and an old difficulty, to which I have before adverted, again stares us in the face. I mean the inability to rely on shipping for the export of our produce from the Malabar Coast. This exists more or less during the whole season, but especially towards its close, when apprehended early gales of the south-west monsoon make ships averse to load on that coast. I have had heavy losses from the wreck of pattimars laden with coffee as early as the 2nd of May ; and, for practical purposes, the 30th of April is usually considered the very latest period for shipments.

3. The only remedy for the above difficulty is found in engaging vessels on this side to proceed to the Western Coast to load, and at the present time this facility is found in respect of steamers. But steamers in particular require so very heavy a demurrage, that it becomes impossible to engage one unless there is the assurance that coffee will be in readiness to be put on board of her. And to gain this, the existence of a road, by which the product *can* be conveyed from the plantations to the coast, is an imperative condition.

4. Before engaging shipping for the coming season, I have therefore been compelled to ascertain how far the high road between Goodaloor and Areacode might be, or at what early date it was likely to be made, passable for carts. The result of these inquiries I now beg to lay before Government.

5. My informant left Goodaloor on or about the 16th ultimo. He found the road from that place to the foot of the Karkoor ghaut in excellent order. From that point to Eddakurra, six miles distant, the road is utterly impassable for a bandy, every culvert being broken down, independent of the very bad condition of the road otherwise. The large bridge at Nellumboor completed, but the approaches in such a state that a horse could not be ridden over them. The road from Nellumboor to the Cherupoya river, four miles distant, in good order, but no bridge over the stream. An abutment built last season had been carried away in the monsoon. No work going on at the place, and the utmost difficulty found in getting horses down the banks to the stream (there being no approach or cutting whatever) and then they had to be swam across. The conclusion come to from the condition of the road as a whole was, that it could not be made passable until the middle of December, unless by some extraordinary exertion; and that it must in consequence be early in January before any of our crop could reach the coast.

6. Thus am I again exposed to all the disappointments, anxieties, and losses that I encountered in the last season, and which were recapitulated in my above-quoted letter of the 25th August last. Carts of transport will again desert me for other parts of Wynaad, on learning the incapability of our road. Coffee will accumulate injuriously in the estates' stores. I can engage no shipping under canvas or steam on this side, as I cannot now reckon on any given quantity of coffee being ready at a particular time. There is loss of interest; loss of the convenience of having crop early to market; risk of injury to our produce from preparation at a too advanced season; and risk of the additional burthen of a costly overland journey from the closing of the Malabar Coast to consciousness, that these impediments to a fairly legitimate success in the enterprize, have attended me in some shape or other ever since, five and twenty years ago, I commenced coffee cultivation in the valley below Neddivuttum.

Transferred to the Financial Department, to which Department the Superintending Engineer's letter of 20th December 1871 has been already forwarded.

FORT ST. GEORGE, *21st February* 1872. (Signed) J. CARPENDALE, Col., R.E., *Secy. to Govt., P. W. D.*

No. 20. ORDER THEREON, 4th April 1872, No. 401.

With the first letter above recorded the President of the Local Fund Board, Calicut, submits plans and estimates for the superstructures of the bridges across the Cherupoya and Eddakurra rivers on the road connecting the Karkoor Ghaut with the coast; and the letters from the Superintending Engineer furnish a careful and complete report on the state of the road, for which the acknowledgments of Government are due.

2. The original estimates, in conformity with which tender was made by Mr. Maylor, were for the Cherupoya bridge Rupees 14,000 and for the Eddakurra

Proceedings of the Madras Government, Financial Department,
4th April 1872.

bridge Rupees 18,000, and the acceptance of these tenders was authorized by telegram on the 6th February 1872. Mr. Maylor, however, subsequently intimated that in consequence of a rise in the price of iron work in England he was unable to complete the contract at these rates; and, after negotiation, detailed by the President in his letter to the Board of Revenue, agreed to accept an increase of Rupees 2,500, with an advance of Rupees 5,000. The President, whose action in the matter is approved, closed with Mr. Maylor on these terms; the plans and estimates for the superstructures are hereby sanctioned. The supplemental estimates which will be necessary will also be approved. The plans and estimate for the re-construction of the western abutment of the Cherupoya bridge were sanctioned in G. O., 10th February 1872, No. 155, Financial.

3. Mr. Macgregor says that, in consequence of arrangements already made, there will be no heavier call on Local Funds in 1872-73 than already anticipated in his first letter. He then stated that of the Rupees 14,000 required for the Cherupoya bridge in 1872-73 Rupees 7,000 are already provided in the Budget, and that the balance could be obtained from transfers or otherwise in the course of the year. For the Eddakurra bridge, Rupees 16,000 are wanted in 1872-73, and he requested an advance from Government or permission to the Local Board to borrow the amount.

4. In the recent order increasing the grants to Local Funds an additional grant of Rupees 20,000 was assigned to the Calicut Circle, and the requisite provision for the Eddakurra bridge will be made in the Budget from the increased funds thus available. The immediate necessity for a loan is thus obviated.

(True Extract.)

Officiating Chief Secretary.

To the Revenue Department.
" Board of Revenue.
" Public Works Department, with enclosures returned.
" Collector of Malabar.

Exd. T. Cartledge.

Revenue Misc.
No. 1266.

Govt. of {1872} Madras

FINANCIAL.

To

The BOARD OF REVENUE,

&c., &c., &c.

Dated April 4th.

Recd. 12th. Encl.

G. O., 4th April 1872, No. 401.

APRIL.
Nos. 17—20.

Sanctioning the plans and estimates submitted by the President, Local Fund Board, Calicut, for the superstructures of the bridges across the Cherupya and Eddakurra rivers on the road connecting the Karkoor Ghaut with the coast.

No. 106.

RECORDED.

15 April 1872