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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Rev DEPARTMENT

G.O. No.	145	Press
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Dated	24-6-1873	196 .

Not to be folded or roughly handled

Read the following papers:—

No. 196. Read the following Proceedings of the Madras Government in the Financial Department, dated 25th April 1873, No. 529.

From L. BOYER, Esq., and others, Proprietors and Superintendents of Estates, etc., Wynaad, to the Chief Secretary to Government, Fort St. George, dated ——— 1871.

We the undersigned, being Proprietors and Superintendents of Estates and holders of land, have the honour respectfully to solicit the attention of His Excellency the Governor in Council to the most neglected part of the magnificent taluq of Wynaad, viz., the district lying between Manantoddy, Matelet, and the foot of the Kotiady Ghaut.

2. Although most of the lands held by us are jenm, your predecessors in office assumed the right, in the year 1860, of imposing a tax, at the rate of 2 rupees per acre, upon all cultivated coffee land in Wynaad to provide for the construction and repair of roads; but, notwithstanding that we have ever since regularly discharged this tax of doubtful legality, the roads in many parts of this district are in a bad condition; the larger bridges have tumbled down; the smaller bridges are some of them so unsafe that the cautious traveller avoids them and prefers to cross the water; and some of the bridges we have been obliged to repair at our own cost.

3. The Kotiady Ghaut, the traffic over which exceeds the traffic down either the Periah or Tambercherry Ghauts, is still a foot-road, although it might be made passable for wheel traffic at no great cost.

4. Recently the well-known Firm of Hinde and Co., of Calicut and Telli-cherry, Estate-visiting Agents, in reporting upon one of our estates, wrote: "This district is the only one which entirely depends for the transport of its produce on pack-bullocks, and the last year or two have gone to show that the supply of these is, year by year, becoming more precarious, scarce, and expensive; and we have but little doubt that, if these points were placed before the Government, they would give their sanction to uniting the district—the only one without cart communications—with the rest of Wynaad.

5. We venture to make a few suggestions, which our local experience leads us to believe will indicate the proper remedies for our wants.

6. The work which would give us immediate relief is the construction of a cart-road from Matelet, or some point near the head of the Kotiady Ghaut, to the top of the Periah Ghaut. The distance being only six miles, the road could be made rapidly and at small cost, and would at once place this district in communication with a cart-ghaut.

7. But whilst recommending the construction of that road as an expedient for affording immediate relief, we are of opinion that it should not be allowed to take the place of, or to supersede the special want of the district, viz., a cart-road to the coast over the Kotiady Ghaut communicating with a cart-road to Korothe and Manantoddy. The latter already exists, and only requires to be improved and kept in order.

8. We are inclined to consider that the construction of the cart-road over the Periah Ghaut in preference to the Kotiady Ghaut was a mistake. By far the largest part of the traffic to the coast from Mysore, &c., continues to pass over the Kotiady Ghaut, except during the crop months it is possible to go from the top to the bottom of the Periah Ghaut without meeting a dozen persons beyond the workmen employed upon the ghaut, whilst there is always a considerable traffic over the Kotiady Ghaut; and, from December to May inclusive, the number of pack-bullocks using it is enormous.

9. The distance from Mananthally to Tellicherry *via* Kotiady is shorter by seven fathoms *via* Periah. Kotiady has also great natural advantages, for besides a cart-road from the foot of the ghaut to Tellicherry it has magnificent water carriage to the ports of Tellicherry, Budgeberry, Calicut, and Beypore, and, as the water runs up to the railway at Beypore, we may add a fifth port—the important port of Madras.

10. We wish we could adequately set forth the value of this water communication. Even now, by means of it, Matelet is more accessible from Madras, to all but wheel traffic, than any other part of Wynnad.

11. If there was a cart-road over the Kotiady Ghaut, manure and fodder for cattle, which are amongst our greatest wants, could be collected and placed upon our estates at no excessive cost, and thus we could be enabled to cultivate many old plantings which for want of manure have to be abandoned. At present it is almost impossible, at any cost, to transport manure on account of the caste prejudices of the Brijjories who own the pack-bullocks.

12. The port of Madras would also be more available for the shipment of our produce to Europe. This year some of our coffee had to be sent to Madras *via* Beypore for shipment to England.

13. Possibly the excessive cost of the Tambercherry Ghaut may be used as an argument against the construction of another cart-ghaut, but we believe that the Kotiady Ghaut might be made tolerably passable for wheel traffic at a comparatively small cost, and that it could be made in every way equal to the splendid road over the Tambercherry Ghaut at no great outlay. The distance from the landing-place at Kotiady to the top of the ghaut is exactly ten miles, of which four are almost level, and over another three the ascent is gentle, the remaining three miles being the only portion on which the work would be at all expensive.

14. We venture to suggest that this is a work which should be constructed by means of a loan to be raised under the provisions of "The Public Works Loan Act, 1871," recently passed by the Legislative Council of India. We believe that the outlay would be covered before many years by the proceeds of tolls.

15. We have also to bring to the notice of Government that the manner of levying the tolls lately imposed on traffic over the Kotiady Ghaut is a grave injustice to this district. The notification states that the tolls shall be the same as collected at Periah and Tambercherry, but the incidence is actually 400 per cent. greater for the use of an inferior road than on traffic down the other ghauts; as, in consequence of there being no cart-road, we are obliged to employ pack-bullocks, paying 1 Anna toll and half an Anna return toll, and carrying 3 bushels on an average, whilst at Periah and Tambercherry a cart which carries 40 bushels

pays 4 Annas. We cheerfully recognise the necessity of paying tolls, but we protest against being made to pay an enormously higher rate upon our produce passing over an inferior road than is paid by carriers over the fine roads of Periah and Tambercherry.

16. We have further to bring to the notice of Government that this district is not represented at either of the Local Funds Boards of Tellicherry or Calicut. We solicit that Government will be pleased to appoint one European and one Native gentleman from this district to be members of either or both of those Boards.

17. We have referred in a previous part of this letter to the great value of the existing water communication, but we regret to state that that advantage is almost nullified by the notorious villainies of the boatmen who ply upon it, and who invariably steal a large portion of the produce committed to their care, and frequently wet the remainder so as to increase the bulk, and thus more easily escape detection. Unfortunately the local Courts demand an amount of evidence which it is impossible, under existing circumstances, to obtain, and we are, therefore, very much at the mercy of these robbers. We believe that they might be checked by the establishment of a Water Police during crop time, say from the month of December to the end of April, and this we recommend for the consideration of Government.

18. We believe that much benefit would accrue to the taluq of Wynaad if His Excellency the Governor would visit it before he leaves the Madras Presidency. We cannot promise that he would derive much pleasure from a visit to this district, which, suffering as it is from the neglect of years, offers few attractions; but for that very reason there is no part of Wynaad which is so much in need of His Lordship's inspection. The month of December would be a suitable time for accomplishing a visit, the weather being then usually fine, the climate healthy and enjoyable, and crop operations in full swing.

P. S.—Since the foregoing was written, the district has been favoured with a visit from Mr. Athol MacGregor, the present Collector of Malabar, who was understood to promise that the project of a cross road from Periah to Matelet should receive favourable consideration.

REFERRED to the Collector and Magistrate of Malabar for early report.

FORT ST. GEORGE,
2nd December 1871.

(Signed) R. S. ELLIS,
Chief Secretary.

No. 196A. From A. MACGREGOR, Esq., Collector of Malabar, to the Honourable W. HUDLESTON, Chief Secretary to Government, Fort St. George, dated Calicut, 29th March 1873, No. 24.

I HAVE the honour to return petition forwarded with your endorsement of the 2nd December 1871, with a full report on the subject. The matter was brought before the Local Fund Board at the beginning of last year, but it was determined

that no decision could be come to regarding the more important of the matters brought forward, viz., the question of connecting the district of Korothe with the head of the Periah Ghaut by a cart-road in the absence of an examination and report by the Engineers. I accordingly postponed reporting on the petition until this could be done, not at the time anticipating that so long a period would elapse.

2. The country, which is an extremely difficult one, has now been thoroughly examined and a line traced, and I have just returned from inspecting it in company with Major Kennedy and the Range Officer, Mr. Hasler, who has actually carried out the tracing.

3. The result shows that the memorialists have taken an over-sanguine view in stating that the distance is only six miles, and that a road could be made rapidly and at a small cost.

4. The distance in a straight line, measured on the Trigonometrical Map, is over seven miles, and in a broken hilly country a considerable amount of winding must be expected. The trace, as now laid out, has been surveyed, and is between nine and a half and ten miles in length. It has been found necessary to pass between the main drainage and the crest of the ghaut, which necessitates the bridging of numerous streams, and Major Kennedy roughly estimates the average cost of the line, including bridge-work, at 4,000 Rupees, or nearly 40,000 Rupees for the whole work. The finances of the circle at present barely admit of the existing main lines with their bridges being maintained, and unless, therefore, a loan is sanctioned, there is no prospect of funds to that extent being available at any early date.

5. A fine-weather road could, it is estimated, be constructed at a cost of 400 Rupees a mile, and this is the most that it is likely the Local Fund Board will be in a position to find funds for. Such a road should, I am of opinion, be at once commenced on, and I will bring the matter before the Board at the next meeting.

6. In connexion with the subject of this line of road is a letter recently received from Mr. Roberts, the proprietor of the Mary Estate, at the head of the Kotiady Ghaut. This gentleman may be regarded as representing the European element of the memorial, the only three European signatures of that document being those of himself, his Superintendent, and his Visiting Agent.

7. There is but one European resident proprietor in the district, and the memorial does not bear his signature.

8. It will be observed that, in his letter of the 5th December, Mr. Roberts objects to the direction taken by the trace, and proposes that, instead of leaving the road near Korothe and passing through Kooniote (these being the only two considerable native villages in the country), it should do so at a point much nearer the crest of the ghaut, and therefore nearer his own estate. The Native Estates, however, in the vicinity of Korothe represent an interest enormously preponderating over that of the head of the ghaut, so that the proposal amounts to this, that the majority of the traffic is to go several miles out of its way in order that two European Estates may have a shorter road. It is suggested that the road should not pass through Kooniote on account of the bad moral character of the inhabitants, but even if the character given the place were admitted as correct, this principle of road-tracing, combined with the natural difficulty of the country, would, in Malabar, and especially in Wynad, lead to very roundabout communications.

9. There is no foundation for the statement that the road, as traced, passes through much coffee cultivation or valuable land, and there can, I think, be no doubt as to its being the true engineering line of the country, as well as in other respects convenient. It leaves the main line very near Korothe—the most important native town in North Wynad next to Manantoddy, having a traveller's bungalow, Police Station, Bazaar, etc. The point has been so fixed that a bridge over the large river, close to the junction, will serve both this line and the road from Manantoddy to the head of the ghaut. The line joins the Periah Ghaut, close to the Periah Police Station, at a point where there are a considerable number of houses, and meets the desideratum of having the shortest mileage of new line to make and maintain. It is suggested by Mr. Roberts that the line should be made to join the main line nearer the head of the Periah Ghaut; but a greater distance of new line would be thus necessitated independently of what I believe to be a fact, viz., that the present extremely favourable gradients would be replaced by some very heavy inclines, as the lowest saddle that occurs in that direction would be considerably higher than any point in the line as traced.

10. I consider that no good ground has been shown against the line which has been very carefully traced by Mr. Hasler under great difficulty (the country being very much broken and intersected by impenetrable ravines full of jungle) and approved by Major Kennedy, whose experience in road-tracing in Wynad is unrivalled. The work, if carried out, would be of the greatest value to an important section of the taluk, and would soon repay its cost by tolls. Every endeavour should, I think, be made to open it at an early date as a fine-weather road.

11. The next point of the memorialists to be noticed is their argument in favour of the construction of a cart-ghaut to Kotiady. Whether this or Periah was the better line to adopt need not now be discussed. It is generally admitted that the three existing ghauts are a mistake, and that one, or at most two, would have been preferable. In the face of the difficulties experienced in completing and maintaining the three existing ghauts, the proposal to construct a fourth appears altogether out of the question.

12. The statement of the memorialists that the Kotiady Ghaut could be made passable for carts at a comparatively small cost is, I conceive, based on insufficient inquiry. I came down the ghaut in January and took readings at each mile-post with an aneroid barometer. The observations show that the head of the ghaut is about 3,100 feet above sea-level, and the Kotiady Bungalow 570, giving a height of 2,530 feet to be ascended.

Mile.	Feet.	Mile.	Feet.
1	0	6	360
2	30	7	458
3	20	8	589
4	50	9	445
5	213	10	388

13. The marginally-noted figures indicate approximately the elevation gained in each mile, commencing from the Kotiady Bungalow in the present ghaut.

14. Distributing the elevation of 2,530 feet over ten miles, gives an average of 253 feet a mile. The heaviest gradient now considered admissible for a cart-ghaut is 1 in 20, which would admit only of a rise of 264 feet per mile, supposing

the maximum gradient to be continuously maintained, which, in practice, is impossible.

15. The gradients, as shown in the existing ghaut, are for the first miles as much below what they ought to be as they are excessive in the last, and it is in the last degree improbable that these nine miles could be so re-arranged as to fit on to the fifth mile at both ends. It may, therefore, be safely assumed that not a single mile of the existing ghaut could be utilized as a cart-track, and that for this purpose an entirely new ghaut would be necessary. The height to be got over is much the same as that in the case of the Tambercherry and Periah Ghauts, and there is nothing in the character of the ghaut at this point to render it likely that a cart-ghaut could be constructed cheaper than elsewhere or for less than several lakhs of rupees.

16. The memorialists further complain that the tax on bullocks is proportionately heavier than that on carts. This is true, though not to the extent alleged.

17. It is, however, a mistake to suppose that the circumstance affects the proprietor at the head of the Kotiady Ghaut alone, as quantities of coffee are sent down the other ghauts on bullocks. The scale is fixed by law, and any modification should be in the direction of increasing the rates on carts, a sum of £4000 representing a very small fraction of the saving ensured by a cart-road. It has been remarked that coffee going down the Kotiady Ghaut can be placed in boats at the foot and carried either to Calicut or Tellicherry without any further payment of tolls. In the case of the other three ghauts one or more additional tolls would have to be paid.

18. The memorialists complain that their district is the only one in Wynad which has not the advantage of a cart-road, but it is an important fact that several other similarly isolated tracts owe the possession of such accommodation to their own expenditure and combined exertion—notably the Ouchterlony Estates, situated along the Mupeynad Road (who with little assistance have constructed a road fifty-five miles long), and the estates in the Tirunelly Valley.

19. It only remains for me to notice the complaint of want of representation at the Local Fund Board Meeting. There are two European gentlemen belonging to North Wynad on the Board, and it was in consequence of their attention being drawn by one of them to the great want of the line which has since been traced that I visited the district at the end of 1871, and had the necessary inquiries set on foot; and I may add that I then heard nothing of the memorial, though I met both the European residents. Considering that there are two European members for North Wynad, and but two European residents in the Korothe District, it is, I think, asking too much that one of them should be appointed. It would be an advantage if a Native member who would attend the meetings could be found; but I fear that this is impossible, as the Native proprietors ship from Badagherry, and could not afford the time or expense of visiting Tellicherry.

Ordered that the memorialists be informed that the Government learn, by a report from the Collector, that attention is being given to the construction of a cart-road from Korothe in the Korothe and Manantoddy Road to the Periah Road, and that there is no prospect of funds being available for the conversion of the Kotiady Ghaut into a cart-road.

2. The Government will be prepared to consider favourably an application for a loan for making the road from Korothe to the Periah line if the Board (Local Fund) think fit to submit one under Act XXIV. of 1871.

3. It is open to the Collector to make proposals for the representation, at the Local Fund Board, of the district with which the memorialists are connected, if he sees his way to doing so without injustice to other interests.

(True Extract.)

(Signed) J. STURROCK,
Acting Under Secretary,
for Chief Secretary.

No. 196B. *Memorandum on the subject of opening up that portion of Wynad sending its produce to the coast by the Kotiady Ghaut.*

The conclusion arrived at by the Collector of Malabar is that Korothe, a central point of the tract in question, should be connected with the head of the Periah Ghaut by a fine weather cart-road at an estimated cost of Rupees 400 a mile, or Rupees 4,000 for the whole distance of ten miles. So far he is right; but I cannot think him so in putting out of the question the construction of a fourth cart-ghaut leading down to the head of the fine river navigation of Malabar at Kotiady.

2. On the general question I must specially dissent from his statement "that the three existing ghauts are a mistake, and that one, or at most two, would have been preferable." The head of the Karkoor Ghaut is twenty-six miles distant as the crow flies from that of the Tambercherry Ghaut, and the latter twenty-eight miles from the Periah Ghaut head. I maintain that the separate interests and necessities of the three divisions of Wynad, the South-east, South, and North, could not have been effectually subserved by less than one ghaut to each and one main road from its head traversing each centrally. The Karkoor Ghaut is simply a necessity to the vast planting interests of the Ouchterlony Valley and its neighbourhood. The Periah Ghaut is equally a necessity to the oldest plantations of Wynad, those around Manantoddy, whose business is transacted with the port of Tellicherry, not that of Calicut. These lines are respectively at the extreme south and north of the district, and the necessity for such a central line as that *via* Tambercherry, properly to open the country, appears to me manifest. I do not think these views will be questioned by the three bodies of planters concerned. As to difficulties of maintenance arising purely from scanty funds, these might be adequately supplied by imposition of tolls on completed roads equivalent to those paid in Ceylon for years on the road from Kandy to Colombo, viz., 8 annas a cart at every stage of ten miles.

*Proceedings of the Madras Government, Public Works Department,
14th June 1873.*

3. As to the particular question of a fourth ghaut at Kotiady, though admitting it not to have been an object of primary necessity, for which reason its consideration has hitherto been properly laid aside, I advocate its being taken up now, first on account of its being the natural and only line of carriage for the great bulk of the coffee and other produce of Wynnaad that is native grown, and shipped neither from Calicut nor Tellicherry, but from Buddagherry, as stated in the last words of the Collector's report. The native plantations cluster about the line running from Kotiady Ghaut through Korothe to Panamaram and Sultan's Battery. Again, as already mentioned, at Kotiady is reached the head of a line of river and canal communication reaching uninterruptedly to Buddagherry, Calicut, Beypore, Cochin, and Alleppey, and under extension to Trevandrum.

4. I now come to the consideration of opening the Kotiady Ghaut as a professional question. The figures noted in margin of the 13th paragraph of the Collector's letter show that the present ghaut does not commence for four miles from Kotiady; is six miles long, and in that length rises 2,453 feet, or an average of 409 feet in a mile, which is scarcely more than 1 in 13, a wonderful average for a bullock ghaut, which, if evenly distributed, would have rendered the line much more passable for wheel traffic than the old Coonoor Ghaut, and shows its great natural capabilities. Mr. Macgregor is quite right in saying that not one single mile of the existing ghaut would be utilized as a ghaut trace; but nothing could be easier than to lay out a new line, $7\frac{1}{2}$ miles long with a ruling gradient of 1 in 16, which is perfectly adapted to the local vehicles, especially when nearly all the traffic is down hill. I know the line well and have often discussed its capabilities with the present Acting District Engineer of Malabar, in whose range it is. A new Kotiady Ghaut will not be nearly so expensive as the new Periah Ghaut, and be very much cheaper than the Tambercherry ghaut, the most difficult and expensive of execution of any ghaut in the country of its length. And I am strongly of opinion that its trace should be undertaken before the services of Captain Bailey are lost to Malabar on the return of Captain Wood who is due on 1st August. From that date I would propose to place Captain Bailey's services at Major Kennedy's disposal for four months, within which time I have no doubt his intimate knowledge of the ground will have enabled that officer to lay out the best possible line. A sum of Rupees 3,300, being at the rate of Rupees 440 a mile for $7\frac{1}{2}$ miles, may be placed at his and Major Kennedy's disposal for cutting a one-yard trace throughout, the occupants of land through which it passes being previously pledged by the Collector to grant free of compensation a width of half a chain on each side of the trace in token of their appreciation of the utility of the work and desire to co-operate in it. The money may be made available by transfer from the grant of Rupees 25,000 for the West Coast Canal, which is not likely to be availed of as the surveys and estimates have not been completed.

OOTACAMUND,
2nd May 1873.

(Signed)

G. W. WALKER, Colonel, R.E.,

Chief Engineer, P.W.D.

No. 197.

ORDER THEREON, 14th June 1873, No. 1,565.

CIVIL WORKS, No. 11.

THE Memorandum of the Chief Engineer of the Department Public Works on the subject of opening the communication between Wynnaad and Malabar by the Kotiady Pass having been

*Proceedings of the Madras Government, Public Works Department,
14th June 1873.*

referred to the Collector of Malabar, and that gentleman concurring in opinion that advantage should be taken of the opportunity of laying out a first-rate trace for a cart-road afforded by Captain Bailey's being available on the 1st August, His Excellency the Governor in Council resolves to depute that officer for the duty in question; and to appropriate for the purpose the sum of Rupees 5,000 from Item No. 114 of the Provincial Budget "improving the section of the West Coast Canal between Chetwye and Ponany," conditionally on the free cession of ground for one chain in width along the new trace, which the Collector will take immediate measures for obtaining from all proprietors through whose lands it is likely to pass.

(True Extract.)

G. W. Walker Colonel, R.E.,
Secretary to Government.

To the Financial Department.

- .. Revenue do.
- .. District Engineer, Malabar.
- .. Controllor of Public Works Accounts.
- .. Accountant General.
- .. Collector of Malabar.
- .. Inspecting Engineer for Communications.

*Communicated to the Board
of Revenue.*

24 June '73.

Exd. S. T. Austin.

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PUBLIC WORKS.

To

THE FINANCIAL DEPARTMENT,

&c., &c., &c.

Dated June 14th.

Recd. June 23rd

1873

Encl.

G. O. 14th June 1873, No. 1505.

JUNE

Nos. 196-197

Cart Road between Wynad and Malabar
by the Kottady Pass.—Deputing Captain
Bailey for the work of laying of a trace
for a cart-road and allotting funds for
the purpose.

With Order

N. 145-24 June 73

13 to 16 Nos of Rev. Sec. 2 July 73