M.R.O. 1—20,002—12-3-65.

(1) Number of Pages 6

(2) Date of repair 13.11.68

(3) Initials of the Referencer [illegible]

MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No. / B.P. No.	2531	~~Press~~ / Mis.
Dated	1-12-1875	~~196~~ .

Not to be folded or roughly handled

Roads.

Read the following papers:—

No. 42. MEMORANDUM.

Letters from the Officiating District Engineer, Malabar, Nos. 2, 33, and 40 dated 5th April, 21st May, and 2nd June 1875, respectively.

The District Engineer, Malabar, having submitted, with reference to G.O., No. 53, dated 10th February 1875, Marine Department, an estimate, amounting to Rupees 8,500, for constructing a road between the Old and New Custom-houses, Calicut, the principal item in which was a retaining wall, corresponding in form to portions of a sea wall already constructed, to protect the road from the wash of the waves, was called upon to state if any cheaper expedient could be devised, and it was suggested to him that a revetment of loose laterite stone carefully packed, with a parapet wall of laterite in chunam, would probably answer the purpose and cost much less. The District Engineer now submits an estimate, amounting to Rupees 5,500, for the work revised according to these suggestions, and states that he is of opinion the revetment will answer the purpose.

2. An addition will have to be made to the revised estimate in gravel backing to the revetment, which should be half yard deep, well rammed, but a slight reduction may be made in the dimensions of the revetment, the front slope being half to one, and the thickness one yard throughout. The external faces of the stones might be roughly dressed at very little additional cost, and the amount of the estimate thus revised not exceed 6,000 Rupees.

OOTACAMUND, (Signed) J. O. HASTED, Major, R.E.,
8th June 1875. *Officiating Chief Engineer.*

Transferred to the Marine Department with reference to Order in that Department, No. 53, dated 10th February 1875.

OOTACAMUND, (Signed) J. O. HASTED, Major, R.E.,
8th June 1875. *Offg. Joint Secy. to Govt., P.W.D.*

Referred to the Master Attendant for report whether the amount required, or a moiety thereof, may be provided from Port Funds. The road will be of great use to the port, and as there are no funds available at present under Provincial Services, a commencement may be made from an allotment from Port Funds.

OOTACAMUND, (Signed) D. F. CARMICHAEL,
8th July 1875. *Officiating Chief Secretary.*

No. 43. From Captain J. H. TAYLOR, R.N.R., Acting Master Attendant, Madras, to the Hon. D. F. CARMICHAEL, Officiating Chief Secretary to Government, Fort Saint George, dated Madras, 2nd August 1875, No. 4967.

Administrative Department.

I have the honor to duly return the correspondence marginally noted, on the proposal to construct a new road between the Old and New Custom-houses at the Port of Calicut, and in attention to your endorsement thereon, bearing date 8th July 1875, to offer the following remarks.

Proceedings of Government, Marine Department, No. 58, dated 10th February 1875.
From the District Engineer, Malabar, to the Secretary to Government, Public Works Department, No. 2, dated 5th April 1875.
From the District Engineer, Malabar, to the Secretary to Government, Public Works Department, No. 33, dated 21st May 1875.
From the District Engineer, Malabar, to the Secretary to Government, Public Works Department, No. 40, dated 2nd June 1875.
From the Chief Engineer, Department of Public Works, to the District Engineer, Malabar, No. 392, dated 12th April 1875.
Memorandum of the Chief Engineer, Department of Public Works, dated 8th June 1875.

2. On referring to the sketch showing the location of the two Custom-houses, I find that there *is a direct* road leading from one building to the other along the beach, which was made by the Municipality some years ago. But the Collector in his letter to the Board of Revenue, recorded in the Proceedings of Government in that Department under date the 4th February 1875, states that this road is *not* used by the people, as it is marked "Main Road" on the sketch. I am at a loss to understand why this is done—whether from choice, or from necessity owing to the municipal road along the beach being wanting in stability of material and execution, which precludes heavy cart-traffic passing along it. If, as I infer from the facts, the beach road is in this condition, then I fail to see the necessity of the new line of road proposed to be made, and marked in red ink on the sketch-map above alluded to, for the carts having passed along the *new* road would still diverge on to the cross road leading to the main or high road, and the passage between the two Custom-houses will be as circuitous and lengthy as at present.

3. The suggestion for the construction of the road in question appears to have originated on my proposal to abolish the use of the Old, and to confine the traffic to the New Custom-house at Calicut, but I regret to state that I am of opinion that unless the beach road, and that alone, is used, the required object will not be gained. I would, however, state that if the new road is constructed, a moiety of the cost might be met from the General Port Fund, on the express understanding that the old Custom-house is completely closed for traffic—a course which would add to the revenues of the Calicut Pier and to the Port Fund. It is only on these grounds that I can recommend any allotment from the General Port Fund for the construction or improvement of a road within municipal limits, and with which the port has no immediate concern. I would here add that the principle of diverting the General Port Fund for the construction and maintenance of roads, particularly those leading from merchants' houses or godowns to Custom-houses, has already been discussed and overruled by the Board of Revenue in their

Proceedings of the Madras Government, Marine Department,
22*nd November* 1875.

Proceedings of date 27th September 1873, No. 6497 (Miscellaneous), recorded in the Proceedings of Government, Marine Department, No. 260, of date 8th October 1873—a principle which my predecessors in office have also strongly objected to, and which is contrary to the spirit of the Act under which port dues are levied. I may mention that the port of Calicut has from the date of the construction of its pier been insolvent, there being a balance at debit against it of Rs. 45,990-9-2, at the close of the official year 1874-75.

4. I wish to add, in conclusion, that, in making the foregoing observations on the subject of the new road, I have done so bearing in mind the interests of the port of Calicut and of the General Port Fund, both of which are under my control and supervision, under the orders of Government.

No. 314.

Referred to the Collector of Malabar for his opinion on paragraph 3 of this letter.

OOTACAMUND, 11*th August* 1875. (Signed) D. F. CARMICHAEL, *Officiating Chief Secretary.*

No. 44. From W. LOGAN, Esq., Acting Collector of Malabar, to the Honorable D. F. CARMICHAEL, Officiating Chief Secretary to Government, Fort St. George, dated Calicut, 18th October 1875, No. 65.

Replying to your endorsement, dated 11th August last, on Captain Taylor's letter, No. 4967, dated the 2nd idem, I have the honor to inform you that, in my opinion, it would be no great hardship to merchants to be compelled now to ship all goods at the New Custom-house.

2. I have had the annexed statement prepared of the cost of shipping a hundred bags of rice by the various routes, and you will observe that the additional cost of shipping *via* the pier is so inconsiderable that it might reasonably be disregarded, especially when it is remembered that shipping *via* the Old Custom-house necessitates extra work on the Sea Custom-house Establishment, and the Sea Custom Superintendent is not in a position to supervise his subordinates effectually :—

STATEMENT showing the Detailed Cost of Exporting a Hundred Bags of Rice equal to 6¼ Tons taken from the Warehouse of Kola Ismail Sahib of Battakulom in Calicut Town.

1. *Via* THE OLD CUSTOM-HOUSE, TO THE MANJEES LYING OFF IT AT THE SEA.

	Rs.	A.	P.
The hire of eight Carts required for conveying the said goods from the said Warehouse to the Old Custom-house, the distance being 524 yards, at 6 Annas per Cart	3	0	0
The hire of five Boats for conveying the same to the Manjees, at 4 Annas per Boat	1	4	0
Total ...	4	4	0

II. *Via* New Custom-house to the Manjees lying off it.

I. *By circuitous route (not passed through Pier).*

	Rs.	A.	P.
The hire of eight Carts for conveying the same from the said Warehouse to the New Custom-house, a distance of 2,184 yards, at 12½ Annas per each	6	4	0
The charge of ten Coolies for unloading the same at the Beach, at Annas 1-7½ Pies each	1	0	0
The hire of five Boats for carrying the same to the Manjees, at 4 Annas per Boat	1	4	0
Total ...	8	8	0

II. *By Sea.*

	Rs.	A.	P.
The hire of eight Carts for carrying the same from the said Warehouse to the Old Custom-house, a distance of 524 yards, at 6 Annas per Cart	3	0	0
The hire of five Boats for conveying the same from thence to the Manjees lying off the New Custom-house, at 9 Annas and 7 Pies per Boat	3	0	0
Total ...	6	0	0

III. *By Beach Road.*

The hire of eight Carts for carrying the same from the said Warehouse *viâ* the Old Custom-house to the new one, a distance of 1,724 yards, at 8 Annas per Cart	4	0	0
The charge of ten Coolies for unloading and carrying the same to the Pier, at Anna 1 and Pies 7½ per head	1	0	0
Pier toll due thereon, at 1 Anna per ton	0	6	3
Total ...	5	6	3

3. But at the same time the beach road must be put in thorough repair, as sending goods by the circuitous route adds greatly to the expense.

No. 45. Order thereon, 22nd November 1875, No. 410.

The Governor in Council sanctions the junction road, and desires that it may be carried out without delay.

2. The plans and estimates will, however, be sent to the Chief Engineer in view to his determining whether the parapet wall is required.

3. The Collector will be requested to report whether the Old Custom-house may, without inconvenience, be sold—the proceeds being devoted to the road work—or whether it should be retained as a Government Warehouse.

Proceedings of the Madras Government, Marine Department,
22nd November 1875.

4. It is for the ultimate advantage of the General Port Fund that Calicut should be made solvent, and His Excellency in Council is of opinion that a contribution may be made from the Fund for this work.

(True Extract.)

Officiating Chief Secretary.

To the Public Works Department.
,, Collector of Malabar.
,, Master Attendant, Madras.
,, Accountant-General.
,, Revenue Department.

Ed. J. Wright.

Revenue Department

No. 4626

Govt. of [1875] Madras

MARINE.

To

The PUBLIC WORKS DEPARTMENT

&c. &c. &c.

Dated November, 22nd.

Issued — 30

Rec'd. — 30

G.O. 22nd November 1875, No. 910.

NOVEMBER.

Nos. 42–45.

Vermilion

Copy of G.O. to the Collr. of Ganjam

Subject.—The construction of a bandsin ... between the Old and New Chicacole ... Collector sanctioned, and certain information called ...

No. 2531

Copy to the Bd. of Revenue

Collector of Ganjam