M.R.O. 1-93 400-4-40-17.

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MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No /235 Press MG

248-249

Dated 25-7-1940

1374

1374

Not to be folded or roughly handled

No. 248. Read the following Proceedings of the Board of Revenue, dated 4th July 1874, No. 1688:—

Read the following letter from Lieutenant-Colonel R. A. ROBERTS, R.E., District Engineer, Madura, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madura, 7th May 1874, No. 458:—

In reference to G. O., 28th April 1874, No. 221, cancelling the sanction for the construction of the travellers' bungalow proposed to be built at Cumbum, because "no accommodation of the kind appears from the District Engineer's report to be required by the officers of the Public Works Department" at Gudaloor Tavalum, I have the honour to point out that the construction of the bungalow in question was suggested solely and wholly for the convenience of the planters and other travellers who are expected to bring a large amount of produce into this district by the new Gudaloor ghaut.

2. In paragraph 29 of Mr. Barton's letter, printed with G. O., 31st July 1873, No. 1,916, it will be seen that that gentleman distinctly states the desirability of obtaining "reliable information" as to the site of the bungalow under notice, "with a view to determining where to locate the travellers' bungalow which must be constructed on the Travancore side."

3. The Collector of Madura in his letter, No. 262, dated 19th August 1873, to the Secretary of the Board of Revenue has pointed out the advisability of constructing a rest-house at or near Cumbum, as the distance from the head of the ghaut to Pereacolum is about 50 miles.

4. The fact of such a building being wanted or not by this department does not appear to me to affect the question one way or the other. If the road is to be considered a portion of the "grand line of communication between the East and West Coast," as Mr. Ballard terms it, the necessity for rest-houses is obvious; and as the Travancore authorities contemplate the erection of a bungalow on their side, it is hoped that the construction of a bungalow at or near Cumbum may also be provided.

Transferred to the Financial Department, with reference to G. O., No. 221, dated 28th April 1874, and previous correspondence.

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government, P.W.D.

Forwarded to the Board of Revenue for their opinion as to the source from which funds should be provided for the erection of a bungalow at Cumbum.

Ootacamund,
20th May 1874.

(Signed) D. F. CARMICHAEL,
Acting Chief Secretary.

Enclosure No. 1.—G. O., dated 31st July 1873, No. 1,916, Public Works Department.

Enclosure No. 2.—G. O., dated 28th April 1874, No. 221, Public Works Department.

Enclosure No. 3.—G. O., dated 1st April 1874, No. 417, Revenue Department.

THE Board are of opinion that a travellers' bungalow at Cumbum is necessary to make the new Gudaloor ghaut road useful for the kind of traffic which it is meant to facilitate. They are of opinion that the construction of the bungalow should be paid for out of the same funds as the road is made from, *viz.*, Provincial Funds.

(A true Copy and Extract.)

(Signed) J. GROSE,
Secretary.

No. 249. ORDER THEREON, 25th July 1874, No. 1238.

The Governor in Council agrees with the Board of Revenue. Orders will be issued on the subject in the Public Works Department.

2. Provision will, of course, be made for a scale of fees to be charged to persons using the bungalow.

(True Extract.)

Acting Asst. Secretary.

To the Public Works Department.
,, Board of Revenue.

Exd. F. R. Bantleman.

Govt. of Madras
PUBLIC WORKS DEPARTMENT.
To
The Public Works Secretary,
Fort St. George.
Dated the 25th
Read
G. O., 25th July 1873, No. 1234.
Public,
Nos. 1183-849.
Transfer.
Proceedings, Board (on Commission) for Madras Railway—Concurrence expressed with the opinion of the Board of Revenue that the construction of this bungalow is necessary and should be paid for from Provincial Funds. Orders directed to be issued on this subject in the Public Works Department, provision ordered to be made for a scale of fees to be charged for persons using the bungalow.

Proceedings of the Madras Government, Public Works Department, 31st July 1873.

No. 483. Read the following endorsement of the Chief Secretary, dated 4th July 1873 :—

From G. A. BALLARD, Esq., Resident in Travancore and Cochin, to the Honourable W. HUDLESTON, Chief Secretary to Government, Fort St. George, dated Trevandrum, 30th June 1873, No. 54.

I HAVE the honour to forward, for the information of Government, copies of certain correspondence regarding the road across the Peermade plateau to the head of the Goodaloor Ghaut.

G. O., dated 13th March 1873, No. 799.
Resident, to Diwan of Travancore, dated 1st April 1873, No. 237.
Chief Engineer, to Diwan, dated 26th March 1873, No. B M. (Extracts.)
Diwan, to Resident, dated 23rd June 1873, No. 2,489.

The Government will, I believe, peruse with interest Mr. Barton's clear description of the road over the hills, and observe with satisfaction the prompt measures taken by the Travancore Government to push forward this important line of communication.

2. It will be seen that the Travancore Government have no need of the assistance of the Madras Engineers, but that the Sirkar is not the less obliged for the assistance kindly proferred.

3. Mr. Barton submits some explanatory remarks on certain points noted by Major Farewell regarding the Peermade Ghaut, etc.

4. Information is requested as to the site of the bungalow immediately intended for the use of Departmental Officers, but to be subsequently converted into a traveller's "rest-house."

From G. A. BALLARD, Esq., Resident in Travancore and Cochin, to A. SASHIAH SASTRI, Diwan of Travancore, dated Trevandrum, 1st April 1873, No. 237.

I HAVE the honour to invite attention to the letters noted, and to request the information called for at your early convenience.

To Diwan Peishcar in charge, No. 855, dated 12th Nov. 1872.
To do. do. ,, 881, ,, 21st ,, ,,
To Diwan of Travancore ,, 936, ,, 23rd Dec. ,,
To do. do. ,, 89, ,, 1st Feb. 1873.
* Proceedings of Govt., No. 799, dated 13th March 1873.

2. I have just received the communication noted * which I request may be returned to me after perusal by you and the Chief Engineer.

3. I observe by Mr. Barton's letter to you, dated 17th ultimo, No. 1,105, that owing to the death of Mr. Summers, Mr. Valentine, who would otherwise have been employed by this time in tracing the road as far as the Perryaur, has been sent to the Wurkallay works.

4. I gather that the Madras Engineers are working the ghaut and road from its head to Goodaloor Tavalum, and if a Travancore Officer is not likely to be able to be deputed for the trace from the Perryaur to Goodaloor Tavalum before long it might be desirable to ascertain if the officer in charge of the work at Goodaloor Tavalum could undertake tracing and opening to the Perryaur.

5. The Chief Engineer should be consulted. If necessary, I shall be happy to address the Madras Government on the subject.

From A. SASHIAH SASTRI, Diwan of Travancore, to G. A. BALLARD, Esq., British Resident of Travancore, etc , etc., etc., dated Trevandrum, 23rd June 1873, No. 2,489/P. W. 669

REFERRING to correspondence noted at foot, I have the honour to forward herewith, for your information, copies of letters as per margin, from which you will observe that Mr. Barton will soon be in a position to arrange for continuing the road from Peermade down to the frontier at Goodaloor, and though we have now no

From Chief Engineer, No. B. M., dated 26th May 1873.
To do., ,, 2,471, ,, 23rd June ,,

occasion to avail ourselves of the services of the officers on the British side, this Government is nevertheless not the less obliged to them for the assistance so kindly preferred.

2. I beg to draw your attention to Mr. Barton's observations on certain points of Colonel Farewell's report, which perhaps you may deem fit to communicate to the Madras Government.

3. I shall be obliged for definite information as to the site for the location of the bungalow * immediately intended for the use of Departmental Officers, but to be subsequently converted into a traveller's Rest-house. I seek this information with a view to determine the site for a bungalow on our own side.

* Referred to in paragraph 24 of Colonel Farewell's Report, printed in the Proceedings of Government, No. 793, dated 13th March 1873, (herewith returned.)

From Resident, to Diwan, No. 237, dated 1st April 1873.
" do. from do. " 1,488, " 5th " "
From do. to do. " 265, " 12th " "

Extract from a letter from the Chief Engineer, to the Diwan of Travancore, No. B. M., dated 26th May 1873.

I HAVE the honour to acknowledge receipt of your No. 1,489, of the 5th ultimo, and enclosures, and for the information and further orders of His Highness' Government, to report as follows.

2. I have just returned from my inspection of the road in progress between this and Goodaloor Tavalam and the ghaut works in progress in the British territories.

3. In the Diwan's letter, No. 5,246, of the 12th December 1871, a preliminary sanction was accorded for constructing the road from Peermade to Goodaloor, taken approximately at 16 miles in length, and at the rate of 800 Rupees per mile, or a total amount of 14,720 Rupees. During the remaining portion of that working season the first section of the line to Wespidingy 8½ miles was commenced, the road being opened to full 14 feet in width, and an attempt was made to carry on the trace down to the Perryaur, a work of considerable difficulty owing to the precipitous, rocky and broken character of the intervening country. The first and second trial lines both failed, but the surveys of the country beyond the Perryaur to Goodaloor were completed.

4. Last season, having no establishment which could be made available for the duty without suspending executive works, I undertook the duty of completing the trace myself, and assisted only by Assistant Overseer Renganathen, and greatly by the experience gained in the last year, carried the trace down to the Perryaur and commenced the work of actual road-making.

5. The distance of the new road from Peermade (or the 45th mile from Cottyam) to the Perryaur river is 14½ miles, and excluding the cutting of the catch-drains, the whole of the earthwork on this section may be said to be completed; a good deal of rock has also been removed by blasting between Peermade and Wespidingy, and that section, with the exception of one very bad spot near the Araday river, has been made passable for carts though not completed. The expenditure up to date is 8,000 Rupees, or, including outstanding balances due to petty contractors for works in progress or completed, Rupees 9,000; the sanction for these fourteen miles would be 13,340, leaving, therefore, a balance of 4,340 Rupees still available.

6. Now, however, that we come to open the hill sides and see the amount of the rock met with, it is clear that 800 Rupees per mile will barely suffice even to open the line throughout with a clear passage for carts; however, before submitting a regular estimate for completing the road to the Perryaur, I recommend that the balance available should be expended, which will enable a more reliable estimate to be prepared than can at present with any amount of care in measurement be arrived at.

7. His Highness' sanction should, I think, be accorded to the original sanction of 14,720 being expended entirely on the section between Peermade and the Perryaur, after which further work should cease. For that expenditure I am of opinion that the line may be practicable and safe for cart traffic, though not completed in the same manner as the ghaut on the British side, which is being worked out, as far as I can at present learn, on an estimate of between 5,000 and 6,000 Rupees per mile.

Proceedings of the Madras Government, Public Works Department,
31*st July* 1873.

8. The section from the Perryaur to the frontier, or commencement of the British road, is 7½ miles; its length by the new route may be put down at nine miles: this has yet to be traced; but with existing surveys and the determination of certain points which I have been able to fix during this last tour, the tracing will occupy a very short time, a month at most, but it should be done as early as practicable. The jungles are now most unhealthy, in fact are looked upon as deadly, but in July the tracing might be done, and a qualified officer (Mr. Valentine, for instance,) should be detached for the duty, the road construction being taken in hand as fast as the trace between certain fixed points is completed.

9. I propose to ask for a new sanction on this section (between the Perryaur and the frontier).

	RS.
Nine miles at 1,000 Rupees per mile	9,000
Formation of camps and cooly lines	500
Construction of a tank or reservoir at Wespidingy, the chief halting ground on the road	1,000
	10,500
Extra Establishment and Contingencies...	1,625
	12,125

It is not likely that much of this sanction can be utilized in the current year; it will of course find its proper place in next year's Budget, but it is desirable, to prevent any possible delay, that sanction should be accorded at once to its expenditure, that petty contracts may be formed and every arrangement made for commencing work as soon as the season will permit.

10. I do not think anything will be gained by submitting to the Sirkar with this report the surveys and sections of the Peermade plateau, but it may be interesting to note some particulars of the country traversed, viz., from Peermade to Goodaloor Tavalum.

11. The present track is eighteen miles in length; it is passable for bullocks only; there are some places where it can be likened only to long flights of very rough steps, and others where the passage is so narrow that only one bullock at a time can pass.

12. Three considerable streams have to be crossed *en route*, the Araday, the Pambanar, and the Perryaur.

13. Between Peermade and Wespidingy the country is open, very undulating, but very picturesque, and although wet and cold for six months in the twelve, is healthy all the year round.

14. From Wespidingy the descent into the Perryaur of 1,050 feet occurs, and between it and Goodaloor Tavalum the features of the country entirely change. Dense impenetrable jungle is met with the greater part of the distance, and for several months in the year, from April to July, the whole district is dangerously unhealthy.

15. With the exception of a coffee estate on the banks of the Perryaur there is not a vestige of civilization or recent cultivation along the line; not a village or even a hut is met with.

To illustrate the severe undulations of the country, I note the particulars of the present route:—

From Peermade to the Araday River.

Ascent.	Descent.
250	450

From the Araday to the Perryaur River.

Ascent.	Descent.
1,200	1,750

From the Perryaur to Goodaloor.

Ascent.	Descent.
1,450	1,150

which is equivalent to ascending a ghaut 2,900 feet high going to Goodaloor, 3,350 feet coming from it. Goodaloor being actually only 450 below Peermade.

16. By the new road the distance will be greater than the old route, 23 miles against 18 miles, but the undulations will be very greatly reduced; still, owing to the natural features of the country, they will be considerable.

17. For comparison with the old route I note as follows :—

From Peermade to the Araday.

Ascent.	Descent.
100 feet.	300

From Araday to the Perryaur.

Ascent.	Descent.
500	1,050

From the Perryaur to Goodaloor Tavalam.

Ascent.	Descent.
550	250

Total ascent .. 1,150 Total descent... 1,600

or a saving over the old route of 1,750 + 1,750 = 3,500 feet of what is called reverse gradient.

18. That the best has been done which can be done for the new line will be understood when I mention that the crossing of the Araday and of the Perryaur are fixed points, and that the only two ridges crossed by the new road will be those which form the water-shed between the Araday and Pambanar west of the Perryaur and of the Perryaur and Goodaloor east of the Perryaur.

19. I fixed the ruling gradient at 1 in 20, but in the descent into the Perryaur for a short distance, to save very heavy rock blasting, 1 in 16 has been adopted. One in 20 may, however, be taken to be practically the ruling gradient, and of this there will not be more than six miles in detached sections; the rest of the road having easier and in many places inappreciable gradients.

20. In your letter under reply you allude to an offer which has been made by the British Engineers to render us assistance in completing the section of the road now reported upon. It is extremely civil on the part of Colonel Roberts to make the offer, and, as the Engineer to His Highness' Government, I have already tendered him my individual thanks, but I think there can be no question on any side that it would be desirable to do the work ourselves if possible, and I believe it is possible if the following arrangements are sanctioned :—

* * * * *

28. I think it is right His Highness' Government should know that on the British side, although the work there bears no comparison in point of magnitude and difficulty of conducting with the work on the Travancore side—the ghaut and approach from Cumbum being less than ten miles in length, the ghaut itself only four miles in length, and with a rise of about 1,200 feet, equal, in fact, only to one of the ghauts which occurs on the Travancore side, viz., the descent into the Perryaur—a Special Assistant Engineer with Overseers is allowed for supervision. The establishment of the Travancore Department Public Works is limited, and therefore I cannot propose to put such a supervising establishment on my works, but I think we shall nevertheless, with the arrangements proposed, get through the work creditably.

29. Mention is made in paragraph 24 of Colonel Farewell's report* of the construction of a traveller's bungalow on the Goodaloor ghaut head; it would seem desirable to obtain reliable information on this point with a view to determining where to locate the traveller's bungalow which must be constructed on the Travancore side. At present the nearest bungalow on this through line will be Mondeleyaur, at the foot of the Peermade ghaut, and distant thirty-eight miles from the Goodaloor Ghaut.

* Dated 21st January 1873, No. 18.

* * * * *

32. It seems desirable to reply to one or two notes in Colonel Farewell's report. Paragraph 2.—He alludes to some of the gradients on the Cottyam and Moondakayom road being steep and improvable. This applies chiefly to the section west of and close to Canjerapully; it has always been intended to alter this, and it will probably be best effected by the projected line south of the present road, which will have a branch to Sherwully and the river side and water communication at Coonumpaugum; instructions for tracing this were given to Mr. D'Abedojhll last year.

33. Colonel Farewell also alludes to some of the slopes on the ghaut not having been worked out; there are but two of these places, one about 300 yards in length, the other about 100 feet only. They do not affect free traffic, and with regard to widening the ghaut in those one or two places, wherefrom the extremely precipitous face of the rock along which the road is carried bare 14 feet has been obtained, I would rather advocate a *proper arrangement* of "turns out" than incurring the heavy cost of widening.

34. Paragraph 4.—He alludes to bridging the Perryaur. This is not contemplated; such a work would probably cost 50,000 or 60,000 Rupees and a causeway in the dry, and a jungar in the wet season will, I think, suffice at present. Perhaps, when the grand Perryaur Irrigation Project is completed, and the waters of the Perryaur diverted, a low level bridge capable of passing under it the moderate volume of flood water which will then occupy the bed may be constructed with advantage.

(True Extract.)

(Signed) G. A. BALLARD,
Resident.

TRANSFERRED to the Department Public Works.

(Signed) W. HUDLESTON,
Chief Secretary.

No. 484. ORDER THEREON, 31st July 1873, No. 1,916.

CIVIL WORKS, No. 28.

HIS Excellency the Governor in Council has perused with interest Mr. Barton's description of the road in progress across the Peermade plateau to the head of the Goodaloor Ghaut, and desires that it be recorded as completing the previous report on the same subject made by Lieutenant-Colonel Farewell, and recorded with G. O., No. 799, of 13th March.

2. It is noted that the Chief Engineer of Travancore has proposed to that Government that the services of a competent Assistant Engineer should be made available in the current month for tracing the 7½ miles yet untouched between the Perryaur crossing and the Goodaloor Ghaut; and that he anticipates it will take him only a month to lay out the trace. Immediately after which he proposes that the construction of the road be taken in hand on a sanction of Rupees 12,125. But he adds that not much of that amount is likely to be utilized in the current year, which is a matter of disappointment to the Government of Madras, whose allotment of the current year for the Goodaloor Ghaut Works is Rupees 40,000, with which it is expected that the line will be opened for cart traffic to the Goodaloor Tavalum in the present working season. His Excellency the Governor in Council trusts that at least the earthworks of the line between the Tavalum and Perryaur crossing will be completed this year, and the new line made practicable for horsemen and loaded bullocks.

3. The site of the intended bungalow will be immediately above the head of the new Goodaloor Ghaut.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Resident in Travancore and Cochin.
,, District Engineer, Madura.
,, Inspecting Engineer for Ports and Communications.
,, Revenue Department.

Exd. S. T. Austin.

Spare Copies.

Govt. of [illegible]

PUBLIC WORKS.

To

THE RESIDENT in TRAVANCORE

Dated 31st July 1873.

Rec'd. [illegible]

Read.

Ans'd.

G. O., 31st July 1873, No. 1,916.

JULY

Nos. 483-484

Read.—Passing orders on letter from the Resident in Travancore and Cochin forwarding copies of correspondence relating to the road in progress across the Poonmalie plateau to the head of the Goodaloor Ghaut, and requesting information as to the site of the proposed bungalow.

P. W. Dept. No.

Proceedings of the Madras Government, Revenue Department,
1*st April* 1874.

Read the following papers :—

No. 25. Proceedings of the Board of Revenue, dated 17th September 1873, Miscellaneous No. 6,095.

Read the following letter from W. McQUHAE, Esq., Collector of Madura, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Davadanapatti, 19th August 1873, No. 262.

With reference to the Board's Miscellaneous order, No. 5,105, dated 13th August, communicating the order of Government, Public Works Department, dated 31st July, No. 1,916, I have the honour to suggest that the extreme unhealthiness of the site proposed for a travellers' bungalow in paragraph 3 is deserving of consideration. The head of the new Goodaloor ghaut is a place where no civilized man can safely sleep for four or five months in the year, and a bungalow there will be comparatively useless as a travellers' rest-house. It is about 50 miles from the head of the ghaut to Periacolum, and a resting place below the ghaut somewhere near Cumbum would be most useful at all seasons of the year.

Submitted for the orders of Government with reference to the Government order, dated 6th August 1873, No. 41, Revenue Department.

No. 26. Proceedings of the Madras Government, Public Works Department, dated 18th March 1874, No. 750.

Read the following letter from Lieut.-Colonel R. A. ROBERTS, R. E., District Engineer, Madura, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Camp at Oosilumputty, 16th January 1874, No. 4,255 :—

Having inspected the new Goodaloor Ghaut on the 10th to 12th instant, I have the honour to submit the following remarks for the information of Government.

2. The ghaut will be fully completed by the end of this month, with the exception of No. 4 Bridge (25 feet span) on the 2nd mile from the Tavalum, and that bridge will be finished during the following month.

3. Lieutenant Greer, R.E., is to change his camp to the foot of the ghaut about the 20th instant, when the water in the river will be low enough to enable him to commence the foundations of the 70 feet bridge over the Vyravanar.

4. Great difficulty is experienced in obtaining the necessary timber for this bridge, and it is extremely problematical therefore that the wood-work will be fully completed during the current year.

5. All the teak trees close to the ghaut have been used by Lieutenant Greer for the other bridges, and although application was made by that officer about four months ago to the Travancore authorities for information as to the price at which the timber required by him would be supplied by the Travancore Circar, no intimation in reply has been received up to date.

6. As regards the road from the foot of the ghaut to Goodaloor, the earthwork for the whole length of the road will be completed by the end of the official

year and most of the metalling collected, and the first 1½ miles from the foot of the ghaut will be fully completed.

7. I have no hesitation in reporting that the Government have every reason to be satisfied with the very satisfactory manner in which the ghaut work has been executed by Lieutenant Greer, R.E. There can be no question but that in any country it would be considered a remarkably fine piece of work; and taking into consideration that the whole work has been done by daily labour, and without the assistance of a single skilled Foreman or Overseer, it is a proof of the skill and systematic management evinced by Lieutenant Greer in the successful conduct of the work within the limits of the estimate.

8. The only *contretemps* that have occurred have been the landslips, occasioned by the slopes to the side cutting having been omitted, according to Lieutenant-Colonel Farewell's recommendation. In my opinion, and I trust that I shall be allowed the remark, the total elimination from the estimate of the item for these slopes was a mistake. It is true that the soil met with on the hill side is, in great part, firm and stable, and will, under such circumstances, stand perpendicular for a moderate height; yet a great portion is very far from being of this description, and not only this but the firm portions are covered with a peaty earth from two to three feet thick, and it is impossible to expect that high banks coated with such earth will stand perpendicular. The absence of these sides slopes will, I feel satisfied, be the cause of grave inconvenience to the traffic hereafter in the landslips that must be expected after every heavy downpour of rain.

9. I take the opportunity to request that the necessary steps may be taken to arrange for fixing definitively the boundary of the Travancore Circar at the top of the ghaut. Lieutenant Greer and Mr. Jacob, the Acting Chief Engineer of the Travancore Government, cannot come to an agreement on this point. The cause of divergence of opinion is that the natural features of the water-shed in the vicinity have been considerably changed, by the fact of the Goodaloor people having in ancient times constructed a channel to divert the drainage water from the Travancore side into their limits.

10. Lieutenant Greer considers that the natural water-shed before this channel was excavated was at the spot of the present rock saddle, and I cannot but concur with him on this point. As Mr. Jacob, however, hesitates to accept this spot as the boundary, it is very desirable that the question should be definitively settled.

11. I also take the opportunity to bring to notice that no instructions have yet been received regarding the traveller's bungalow recommended by the Collector to be constructed at Cumbum, and referred to in your memorandum, No. 347, dated 9th September 1873. I understand that the Travancore Planters would rather prefer Goodaloor as the site for the bungalow on account of its convenient distance from the foot of the ghaut. But as Goodaloor is a feverish place, it seems preferable to build the bungalow at Cumbum, as recommended by Mr. McQuhae.

12. In conclusion, I think it only right to point out that whereas the Resident of Travancore has, in his letters printed with G. O., 6th March 1872, No. 82, in the Political Department, and G. O., 31st January 1872, No. 199, in the Revenue

Department, put considerable pressure upon the Madras Government "to open out a cart ghaut up to Goodaloor at head of the Cumbum valley as a part of a grand line of communication between the East and West Coast," that the road that is now being made by the Travancore Government as a part of this 'grand line of communication' is simply a winding track, 14 feet wide, cut through the jungle without, as I understand, masonry works or a scrap of metal thereon.

13. During the south-west monsoon such a road, constructed in such a locality, will be little better than a bog for its entire length. And I think it my duty to make the Government aware of this fact, considering the great expenses they have incurred in constructing a first-class ghaut and road from the Travancore boundary to Goodaloor and Cumbum.

14. With the Railway constructed through the Madura District to Tuticorin, the natural outlet for the produce of the Travancore Hills (in the vicinity of Goodaloor) is by the Cumbum valley to that port, but it is feared that with such a road as that constructing by the Travancore Government, the minimum amount of facility will be offered to the traffic in question.

His Excellency the Governor in Council has received with much satisfaction this report of the good progress made with the work of opening up the new Goodaloor Ghaut, and road from its foot, which reflects great credit on Lieutenant Greer, R.E., to whose energy, skill, and good management Lieutenant-Colonel Roberts rightly attributes its good and speedy execution within the estimate.

2. When the season's work is completed Lieutenant Greer will hold himself in readiness to proceed to the Godavery, where it is anticipated that his services may be required.

3. The District Engineer's letter will be communicated to the Resident in Travancore, in order that the attention of the Travancore Government may be specially drawn to the subjects of its 5th, 9th, 10th, and 12th to 14th paragraphs. That of the Revenue Board will be drawn in the Revenue Department to the subject of paragraph 11, with a view to further report as to the sources from which such accommodation may be provided. It is not a proper charge against the popular rates of the district. In the meantime no expenditure will be incurred.

4. The landslips alluded to in the 8th paragraph of the District Engineer's letter are such as must always be expected on a new ghaut. The cost of their removal should be defrayed from the maintenance allowance, for which provision has been made in the Provincial Budget of 1874-75.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

No. 27. ORDER THEREON, 1st April 1874, No. 417.

Miscellaneous.

WITH reference to the latter part of paragraph 3 of the order recorded above, the Government are of opinion

that, as the building proposed at Goodaloor is wanted solely for the shelter of Public Works officers employed in that locality, it should be constructed out of the funds of that department.

(True Extract.)

(Signed) C. G. MASTER,
Acting Secretary to Government.

To the Board of Revenue.
the Public Works Department.

Exd. F. R. Bantleman.

Order thereon 28th April 1874 No 224.

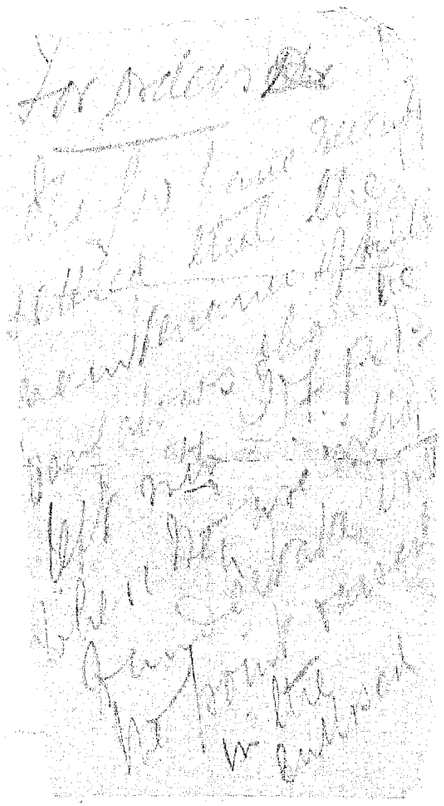
As an accommodation of the kind appears from the District Engineer's reports to be required by the Officers of the P.W. Dept: the sum of Rs 2550 will be deducted from the amount of sanction for the Goodalour Chank.

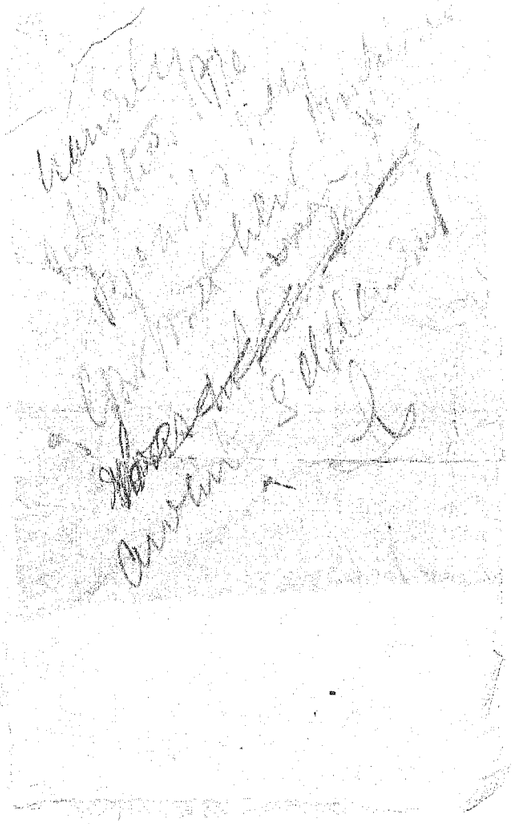
/True Extract/
A Macaulay
Ag Under Secretary
for Secy to Govt
P.W.D

To
The Financial Department.

Chief Engineer's Proceedings of Government, Madras
Dated 21st April 1874
No. 95—97.
Read
Dated 4th April 1874.
From Executive Engineer, Tanjore.
Subject—Requesting that the sum of Rs 2550 may be deducted out of the sum of Rs 4000 granted for the Goodalour Chank Bund.







No. 1,688.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 4th July 1874.

Read the following letter from Lieutenant-Colonel R. A. ROBERTS, R.E., District Engineer, Madura, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madura, 7th May 1874, No. 458 :—

IN reference to G. O., 28th April 1874, No. 221, cancelling the sanction for the construction of the travellers' bungalow proposed to be built at Cumbum, because "no accommodation of the kind appears from the District Engineer's report to be required by the officers of the Public Works Department" at Gudaloor Tavalum, I have the honour to point out that the construction of the bungalow in question was suggested solely and wholly for the convenience of the planters and other travellers who are expected to bring a large amount of produce into this district by the new Gudaloor ghaut.

2. In paragraph 29 of Mr. Barton's letter, printed with G. O., 31st July 1873, No. 1,916, it will be seen that that gentleman distinctly states the desirability of obtaining "reliable information" as to the site of the bungalow under notice, "with a view to determining where to locate the travellers' bungalow which must be constructed on the Travancore side."

3. The Collector of Madura in his letter, No. 262, dated 19th August 1873, to the Secretary of the Board of Revenue has pointed out the advisability of constructing a travellers' rest-house at or near Cumbum, as the distance from the head of the ghaut to Pereacolum is about 50 miles.

4. The fact of such a building being wanted or not by this department does not appear to me to affect the question one way or the other. If the road is to be considered a portion of the "grand line of communication between the East and West Coast," as Mr. Ballard terms it, the necessity for rest-houses is obvious; and as the Travancore authorities contemplate the erection of a bungalow on their side, it is hoped that the construction of a bungalow at or near Cumbum may also be provided.

TRANSFERRED to the Financial Department, with reference to G. O., No. 221, dated 28th April 1874, and previous correspondence.

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government, P.W.D.

FORWARDED to the Board of Revenue for their opinion as to the source from which funds should be provided for the erection of a bungalow at Cumbum.

OOTACAMUND,
20th May 1874.

(Signed) D. F. CARMICHAEL,
Acting Chief Secretary.

ENCLOSURE No. 1.—G. O., dated 31st July 1873, No. 1,916, Public Works Department.

ENCLOSURE No. 2.—G. O., dated 28th April 1874, No. 221, Public Works Department.

ENCLOSURE No. 3.—G. O., dated 1st April 1874, No. 417, Revenue Department.

THE Board are of opinion that a travellers' bungalow at Cumbum is necessary to make the new Gudaloor ghaut road useful for the kind of traffic which it is meant to facilitate. They are of opinion that the construction of the bungalow should be paid for out of the same funds as the road is made from, *viz.*, Provincial Funds.

(A true Copy and Extract.)

Secretary.

To the Acting Chief Secretary to Government, Financial Department.
Copy to the Collector of Madura.

Exd. F. R. Bantleman.

Dated 25 July 1874. No 1230

His Excellency in Council agrees with the Board of Revenue. Orders will be issued on the subject in the Public Works Department.

To the Public Works Department and Board of Revenue

Secretary to Government

MADRAS.

PROCEEDINGS, 4TH JULY 1874, No. 1,688.

Received 6th July 1874

JULY.

No. 1,688.

Travellers' Bungalow—at Cumbum in Madura District, on new Gudaloor ghaut road—Opinion expressed to Government that construction of—is necessary, and that it should be paid for from Provincial Funds.

Financial

To

The Public Works Dept:

G. O. July 25. , 1874, No. 238.

Nos. 248. 244.

Travellers Bungalow at Cumbum in Madura Dt. Concurrence Expressed with the opinion of the Board of Revenue that the Construction of this Bungalow is necessary & should be paid for from Prov. Funds. Orders directed to be issued on the Subject in the P.W. Dept. Provision ordered to be made for a Scale of fees to be charged to persons using the Bungalow.