

MADRAS RECORD OFFICE

Government of Andorra

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

Read the following letters.

No. 108. From Colonel C. E. FABER, Chief Engineer ; to J. D. BOURDILLON, Esq.,
Secretary to Government, dated 11th February 1859, No. 7796.

Sir,

In acknowledging the receipt of Extract Minutes Consultation, No. 216, dated 22nd January 1859, I have the honor to forward for the information of Government, the accompanying copies of letters, Nos. 2119 and 2157 dated 24th Ultimo and 1st Instant, received from the District Engineer, North Arcot, reporting on the state of the Synagoontah Ghaut, with special reference to the Post Master General's proposal to transfer the Mail Cart between Madras and Bangalore, from the Vellore and Chittore to the Gooriattum and Palmanair line of Road.

2. It is for the Government to accept or decline Mr. Dopping's assurance that the Synagoontah Ghaut Road will be in readiness for a Mail Cart transit within the period that must be consumed by the Postal authorities in organizing such a service. The Acting District Engineer is, however, officially responsible for the road being in a fit state for the passage of the Mail Cart at once, and as I propose to draw Mr. Dopping's attention to this fact, I recommend that the Government authorize the Post Master General to make the transfer to Gooriattum without delay.

Letter from J. H. DOPPING, Esq., District Engineer of North Arcot ; to Colonel C. E. FABER, Chief Engineer, dated Camp Palmanair, 24th January 1859, No. 2119.

Sir,

I have the honor to submit for your information the following report on the road from Vellore to Palmanair via Policondah and Gooriattum.

2. From Vellore to Policondah I found the "Grand Trunk Road" with but few exceptions in capital order.

3. From the Western Road, the new Road through Policondah has been finished, with the exception of a few road Dams, and the portion just bordering on the river, which seems to have suffered considerably during the last heavy rains.

4. I should think ten days from the date of my visit on the 17th Instant, would be ample to allow of its being completed, and I have personally directed Lieutenant Clay and Mr. Anderson, Assistant Overseer, to press on the work as much as possible.

5. I am inclined to think Rupees 100 will be the additional amount required for this portion.

6. The part between the river and the Railway Station is complete, with the exception of two very small Tunnels, the foundation of one of which has been laid ; and the completion of another Tunnel of 6 feet span, the abutment of which has been some time built, Rupees (100) one hundred more will be required for this portion, and it certainly ought to be finished before the middle of next month.

7. If however, the orders given by me on the 18th have been attended to, regarding some slight temporary arrangements, I can safely say the Road is now perfectly passable between the Western Road and the Station.

8. Between the Railway Station and the Village of Mettoor, the road-way is entirely complete, but it is in very great need of metalling, as the small amount of traffic, which has already passed over it, has made the surface very sandy and dusty.

9. A small Causeway of about 30 yards long, is here much required across the Synagoontah branch of the Gooriattum river, the bed of which is very sandy, and through which a deep spring channel has been very lately made.

10. I have given Lieutenant Clay such directions as will, I think, ensure this work, including a small Tunnel, being done within the middle of the next month.

11. I have explained to him that the Tunnel can be made, as it were in the bank or side of the river and the spring channel diverted, so as to pass under it.

12. This arrangement will give a good foundation and will allow of the work being commenced at once, without any unwatering.

13. As all this can be done with rough stone, quantities of which can be had within a few yards distance, I consider it can be completed for about 200 Rupees.

14. At Moodoocooppum a cutting has been commenced without my knowledge, and has been left $\frac{3}{4}$ done, and as at present it is not safe, I have ordered it to be completed *at once*.

15. I dare say, at a rough valuation, it has cost Rupees 270, and will require about Rupees 90 more to complete it.

16. It will be a considerable improvement, but it should not have been commenced until all the more important works have been done.

17. From Moodoocooppum to Synagoontah, the road is in fair order, with the exception of the road Dams, which should be improved, at a rough cost of Rupees 50 for the entire distance.

18. The first improvement on the Ghaut, which was approved of by Captain Francis, but ordered to be deferred till the rest of the work had been done, has, I regret to say, been commenced, and will now require not less than Rupees 150 to complete it.

19. It is not just now absolutely necessary, but as so much of it as been done, I beg you will allow of its completion.

20. The original deviation, some distance further up, which was commenced by Lieutenant Boyd, including a small Tunnel has been completed, with the exception of the parapet walls, but not, I regret to say, as directed by Captain Francis and myself, nor with any credit to the Overseer in charge.

21. The rock cutting for which powder was sent up in October last has not been completed, though the holes have been bored for the purpose of blasting it, Rupees 50 will suffice for this portion, and I have issued the most stringent orders to Lieutenant Clay on the subject, and directed him to complete it, *without further delay*.

22. Nearly all the parapet walls have been completed, but a large sum has been spent upon many walls, that are worse than useless, and I have called for a valuation of them: Rupees 50 ought to complete the remainder of the walls.

23. Three cuttings have been nearly completed, with the exception of the removal of the tanks or mounds left by the Wudders for measurement.

24. These I have directed Lieutenant Clay to complete immediately, as I do not think the cost will exceed Rupees 100 at the outside.

25. With the exception of the burning of a few Bricks, and the collection of a few stones, nothing has been done towards building the semi-circular Tunnel, of 12 feet span, across the channel, between the top of the Ghaut and Palmanair.

26. As it will be very difficult to pass this channel until this bridge has been finished, I have directed Lieutenant Clay to put the work under the Overseer in charge of the Palmanair Talook, and to see that it is finished without further loss of time.

27. It can, I think, be completed for Rupees 300.

28. Having received a report from Lieutenant Clay that the entire line, with the exception of one cutting and the Bridge mentioned in the last para. had been completed, but that he had stopped the work as the Estimate had been exceeded; I determined on inspecting the line

myself before submitting an application for an additional sanction, but while I totally differ from Lieut. Clay's report that the work has been completed, with the exceptions alluded to, still as it is of so much importance that no more time should be wasted, I have taken the responsibility of directing the work to be resumed, with increased energy and a report on the progress made, to be submitted once each week, and I therefore trust you will approve of my having done so, and forward my application for the amounts mentioned above, and specified in the following Statement.

	Rs.
29. Road Dams, &c., in Policondah...	100
Completion of Tunnels between the river and the Railway station...	100
Causeway and Tunnel over the Synagoontah Ghaut...	200
Completion of cutting at Moodoocooppum...	90
Improvement of Road Dams...	50
Completion of 1st Improvement on Ghaut...	150
Blasting and improvement rock cutting...	50
Completion of parapet walls...	50
Removal of Tanks, &c...	100
Completion of 12 feet Tunnel...	300
	1,190
Contingencies and uneven items...	10
Total.....	1,200

30. In conclusion, I beg to state that if the sum is sanctioned, I am quite sure the road will be perfectly available before the end of next month.

Letter from J. H. DOPPING, Esq., District Engineer of North Arcot; to Colonel C. E. FABER, Chief Engineer, dated Ransepett, 1st February 1859, No. 215.

SIR,

I have the honor to acknowledge the receipt of your Proceedings, No. 7435 of the 28th Ultimo, on the subject of the Synagoontah Ghaut, as I fancy, however, that no more is required than that contained in my letter, No. 2119 of the 24th Ultimo, I shall merely add that Mr. Williamson must have been labouring under some mistake as to the state of the Synagoontah Ghaut, as my Bullock Coach which went up it the other day almost empty, had one spring broken and some furniture in a bandy was broken with the shaking, when passing over the rocky part referred to in my report alluded to above.

I mention this merely to show that my report, which is very different to that of Mr. Williamson, is *correct*, and certainly the line is now much better than it was in September, before the rainy season.

I fully agree with him, however, as to the advisability of altering the route for the Mails, as the road will be ready as soon as the arrangements can have been made.

At the same time, I would beg *most strongly* to recommend the establishment of a *Post Office* at Gooriattum, as a letter takes 3 days and more to come from Gooriattum to this by the Talook Tappel.

No. 109. From Colonel C. E. FABER, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 23rd February 1859, No. 8097.

SIR,

In continuation of my letter, No. 7796, dated 11th Instant, I do myself the honor to submit for the information of the Right Honorable the Governor in Council, the accompanying copies of correspondence received from the Acting District Engineer, North Arcot, from which

it will be observed, that the Road from Gooriattum to Palmanair is proceeding very favorably, and may be expected to be completed very speedily.

Letter from J. H. DOPPING, Esq., District Engineer of North Arcot; to Colonel C. E. FABER, Chief Engineer, dated Perincanjee, 11th February 1859, No. 2239.

Sir,

In continuation of my letter, No. 2157 of the 1st Instant, I have now the honor to enclose an original letter from Lieutenant Clay, No. 773, of the 9th Instant, from which, as well as by a perusal of the original enclosures to which he refers, you will observe the Road from Gooriattum to Palmanair is now progressing favorably, and may very soon be expected to be completed.

Letter from Lieutenant A. D. CLAY, Executive Engineer, North Arcot; to the Acting District Engineer of North Arcot, dated Vellore, 9th February 1859, No. 773.

Sir,

I have the honor to inform you, that in compliance with your wishes, I last week inspected the Road from Gooriattum Railway Station to Palmanair; being much pressed for time, I did not inspect the portion between the Station and the Trunk Road, this I intend doing during the present week.

2. I am sorry to say, I found the Pygust suffering severely from fever at Synagoontah.

3. The work was making good progress, the "tdhs" had been removed, the Moodoocooppum cutting was within a day of completion, the rock blasting going on with a large gang of workmen, boulders and stumps of trees were also being removed.

4. I shall be very much obliged if you will favor me with a copy of your instructions relative to the 12 feet Arch over the Nullah above the Ghaut, as I cannot find the letter to which you allude in your last letter to me on the subject, I think it was settled that the abutments should be in rough stone in Chunam and the Arch in brick work; I cannot procure dressed stone for the Arch, except at great expense. I have directed Mr. Pereira to pitch his tent at the spot and to complete the work at once, and I shall also give my personal superintendence as much as possible.

5. I have directed Mr. Anderson to pitch his tent at Moodoocooppum, and to complete the Causeway without delay.

6. I have the pleasure to annex a letter sent me by the Superintendent of Mails, which will I think, afford you satisfaction.

Letter from D. SIMPSON, Esq., Superintendent of Mails; to Captain A. D. CLAY, Public Works Department, Vellore, dated Camp Palmanair, 4th February 1859, No. 74.

Sir,

I have the honor to annex for your information a letter,* which I have this day addressed to the Officiating Post Master General, giving my opinion of the Road leading to the Railway Terminus at Gooriattum by the Synagoontah Ghaut, and recommending that the same may be taken up as a Mail line, immediately after I hear from you that the unsafe Nullah about five miles from here, has been bridged.

Letter from D. SIMPSON, Esq., Superintendent of Mails; to E. G. R. FANE, Esq., Officiating Post Master General, Madras, dated Camp Palmanair, 4th February 1859, No. 73.

Sir,

I have the honor to inform you, that by appointment, I met here yesterday Captain Clay of the Public Works Department, and accompanied him this morning down the Synagoontah

Ghaut, leading to the Railway Terminus at Gooriattum, for the purpose of ascertaining if the Mail could be conveyed by that Road.

I found the Road leading down the Ghaut much improved since I inspected it with Mr. Williamson, in September last. The road has been considerably widened and parapets built at the sharp turns and other dangerous places. The want of which was the principal objection Mr. Williamson and myself had to the road at that time. The road is now good and safe from the top to the bottom of the Ghaut.

From the foot of the Ghaut to the Railway Terminus at Gooriattum, the road is excellent, but to keep it good during the rains, it ought to be metalled. If this is not done, it will become very heavy, and I would beg to suggest that the necessity of metalling this part of the road may be urged on Government.

From this place, to the top of the Ghaut, the road is also excellent. Throughout indeed, from here to the Railway Terminus, it is very much better than over present line via Chittoor. There is, however, a dangerous Nullah about five miles from here still unbridged. If it were not for this, I would recommend that this line be at once taken up for the conveyance of the Mail. By it, we should save seventeen miles in distance to the Railway Terminus, and a like number of horses, besides having a much better road.

Captain Clay promises to have the Nullah above referred to, passable for the Mail Cart in all this month. After it is so, I would recommend that the horses be at once removed to that line.

I shall report to you when I hear from Captain Clay, that this Nullah has been bridged and safe for the Mail Cart.

No. 110. ORDER THEREON, No. 583; dated 15th March 1859.

Para. 1. Ordered that the above letter be communicated to the Public Department with reference to Extract Minutes Consultation in that Department, dated 10th January last No. 29.

2. The Governor in Council finds nothing either in the Chief Engineer's letters or in those of the District Engineer respecting the Post Master General's suggestion to shorten the road from Gooriattum station to Pullicondah by avoiding the Town. The Chief Engineer will report on this point.

3. Allusion is made by Mr. Simpson, Superintendent of Mails, to an unbridged Nullah situated about five miles from Palmanair, as presenting an obstacle to the Synagoontah Ghaut road being at once taken up for the conveyance of the Mail. They therefore request to be informed whether any and what provision has been made for bridging that stream.

(Signed) J. D. BOURDILLON,
Secretary to Government.

N^o 119
1858/59.

District Engineer's Office
Camp Palmanair 26 January 59

Thos. J. Le. Dopping Esq.
District Engineer of North West.

Sr. Colonel G. E. Faber
Chief Engineer D. P. Works.

Sir,

I have the honor to submit for your information
the following report on the road from Vellore to Palmanair
via Policoondah and Goolicattin.

2. From Vellore to Policoondah I found the "Grand trunk
Road", with but few exceptions, in Capital order.

3. From the Western Road, the new road, through
Policoondah, has been finished, with the exception of a
few road dams, and the portion just bordering on the
river, which seems to have suffered considerably during
the last heavy rains.

4. I should think ten days from the date of my
visit on the 17th instant would be ample to allow
of its being completed, and I have personally directed
Lieutenant Carey and Mr. Anderson, Assistant Quarter
to press on the work as much as possible.

5. I am inclined to think Rs 100 will be the
additional amount required for this portion.

6 The part between the River and the Railway Station is complete, with the exception of two very small tunnels, the foundation of one of which has been laid; and the completion of another tunnel of 6 feet span, the abutment of which has been some time built, Rupees (100) one hundred more will be required for this portion and it certainly ought to be finished before the middle of next month. —

7 If however the orders given by me on the 18th have been attended to, regarding some slight temporary arrangements, I can safely say the road is now perfectly passable between the Western Road and the station. —

8 Between the Railway station and the village of Kettoor the Road way is entirely complete, but is in very great need of metalling as the small amount of traffic, which has already passed over it, has made the surface very sandy and dusty. —

9 A small cause way of about 30 yards long, is here much required, across the Synagoontah, branch of the Gosiattum River the bed of which is very sandy and through which a deep spring channel has been very lately made. —

10 I have given Lieutenant Clay such directions as will

will I think ensure this work, including a small tunnel, being done within the middle of the next month.

11 I have explained to him that the tunnel can be made, as it were, in the bank or side of the river and the spring channel diverted, so as to pass under it. —

12 This arrangement will give a good foundation and will allow of the work being commenced at once, without any unwatering. —

13 As all this can be done with rough stone, grating of which can be had within a few yards distance, I estimate it can be completed for about 200 Rupees. —

14 At Moodocoppum a cutting had been commenced without my knowledge and had been left ⁱⁿ done, and as at present it is not safe, I have ordered it to be completed at once. —

15 I dare say, at a rough valuation, it has cost Rupees 270 and will require about Rupees 90 more to complete it. —

16 It will be a considerable improvement, but it should not have been commenced until all the more important works have been done. —

17 From Moodocoppum to Synagoontah, the road is in fair order, with the exception of the road dams, which

which should be improved, at a rough cost of
Rupees 50 for the entire distance.

18 The first improvement on the ghaut, which
was approved of by Captain Francis, but ordered to be
deferred till the rest of the work had been done, has, I regret
to say, been commenced and will now require not less
than Rupees 150 to complete it.

19 It is not just now, absolutely necessary, but
as so much of it has been done, I beg you will allow
of its completion.

20 The original deviation, some distance farther up,
which was commenced by Lieutenant Boyd, including a
small tunnel, has been completed with the exception of
the parapet walls, but not, I regret to say, as directed
by Captain Francis and myself, nor with any credit
to the Overseer in charge.

21 The rock cutting for which powder was sent up
in October last has not been completed, though the holes
have been bored for the purpose of blasting it, Rupees
50 will suffice for this portion, and I have issued the
most stringent orders to Lieutenant Gray on the subject,
and directed him to complete it, without further delay.

Nearly

22 Nearly all the parapet walls have been
completed, but a large sum has been spent upon
many walls, that are worse than useless, and I
have called for a valuation of them. Rs 50 ought
to complete the remainder of the walls.

23 Three cuttings have been nearly completed
with the exception of the removal of the stakes or
mounds left by the Wudders for measurement.

24 I have directed Lieutenant Gray
to complete immediately, as I do not think the cost
will exceed Rupees 100 at the outside.

25 With the exception of the burning of a few
bricks, and the collection of a few stones, nothing has
been done towards building the semi circular tunnel
of 12 feet span, across the channel, between the
top of the ghaut and Palmanair.

26 As it will be very difficult to pass this
channel until this bridge has been finished, I have
directed Lieutenant Gray to put the work under the
Overseer in charge of the Palmanair Taluk, and it is
finished without further loss of time.

27 It can I think be completed for Rupees 300.

28 Having received a report from Lieutenant Gray

that the entire line, with the exception of one cutting and the Bridge mentioned in the last para, had been completed, but that he had stopped the work as the estimate had been exceeded; I determined on inspecting the line myself before submitting an application for an additional sanction, but while I totally differ from Mr. Lelay's report that the work has been completed with the exceptions alluded to still as it is of so much importance that no more time should be wasted I have taken the responsibility of directing the work to be resumed with increased energy and a report on the progress made to be submitted once each week, and I therefore trust you will approve of my having done so, and forward my application for the amounts mentioned above, and specified in the following statement. —

29. Road damself in Policoor Lake	100	.	.
Completion of tunnels between the river and the Railway station	100	.	.
Grandway and Tunnel over the Synganthe Ghat	200	.	.
Completion of cutting at Moodoorcoorppuram	90	.	.
Carried Over	490	.	.

Brought Over	131	490	.	.
Improvement of Road dams	50	.	.	.
Completion of improvement on ghaut	150	.	.	.
Blasting and improvement rock cutting	50	.	.	.
Completion of parapet walls	50	.	.	.
Removal of Tanks &c	100	.	.	.
Completion of 12 feet tunnel	300	.	.	.
	1190	.	.	.
Contingencies and unprovided	10	.	.	.
	1200	.	.	.

30 In conclusion I beg to state that if the plan is sanctioned I am quite sure the road will be perfectly available before the end of next month.

I have &c

J. H. Dopping Esq.
District Engineer of N. Arcot

No 157
1858/59.

N. Arcot District Engineer's Office
Ranepet 1st February 1859

From J. H. Dopping Esq.
District Engineer of N. Arcot
To The Chief Engineer
Department Public Works.

Sir,
I have the honor to acknowledge the receipt of your Boardings No 157 of the 28th ultimo, on the

the subject of the Synagootah ghaut as I fancy
however that no more is required than that
contained in my letter No 2119 of the 2^d. ultimo.

I shall merely add that Mr Williamson must have
been labouring under some mistake as to the state
of the Synagootah ghaut as my Bullock Coach
which went up it the other day almost empty
had one spring broken and some furniture in a
bandy was broken with the shaking when passing
over the rocky part referred to in my report alluded
to above.

I mention this merely to show that my
report which is very different to that of Mr
Williamson is correct and certainly the line is
now much better than it was in September before
the rainy season.

I fully agree with him however as to the
advisability of altering the route for the mails as
the road will be ready as soon as the arrangements
can have been made.

At the same time I would beg most
strongly

154.
strongly to recommend the Establishment of a
post Office at Gooriatum as a letter takes
3 days and more to come from Gooriatum to the
by the Talook Tappal.

I have &c
J. B. Dopping Esq
District Engineer of N.A.

I True copies.

W. M. M. M. Major
Philosoph. Eng. Esq.

Public

From, The Chief Engineer.
To, The Secretary to Government P.W.D.
Sir

In acknowledging the receipt of Ex. Inis. Cons. No 216
dated 22 January 1859 I have the honor to forward for the informa-
tion of Government the accompanying copies of Letters Nos 219
and 2157, dated 24th Ultimo, and 1st Instant received from
the District Engineer North Arcot reporting on the state
of the Synagoontah Ghaut, with special reference to the Post
Master General's proposal to transfer the Mail Cart between
Madras and Bangalore from the Vellore and Chittoor to the
Gooriatum and Palmanais line of road.

2 It is for the Government to accept or decline Mr Dopping's
assurance that the Synagoontah Ghaut Road will be in
readiness for a mail cart transit within the period that
must be consumed by the Postal authorities in organizing
such a service. The N. District Engineer is however
officially responsible for the road being in a fit state for
the passage of the Mail Cart at once, and as I propose to draw
Mr Dopping's attention to this fact I recommend that the Govern-
ment authorize the Post Master General to make the transfer
to Gooriatum without delay.

I have the honor to be,
Sir,
Your most Obedt Servt
W. L. Lister Esq
Chief Engineer.

Central Office of P.W.
Fort Saint George,
11 February 1859

Enclosed in a letter from
the Chief Engineer
to the Secretary to Government
No 11
No 1196
No 324159
Copies of correspondence
from the Secretary to Government
on the subject of the
Synagoontah Ghaut

N. A. District Engineer's Office
Pernampuan 17th February 1859

N2239
1858/59.

From: J. H. Dopping Esq.
District Engineer of N. Arcot
To: The Chief Engineer
D. B. W.

Collicudak and Palmanai Road
In continuation of my letter N2137 of the 9th Instant, I have now the honor to enclose an original letter from Lieutenant Clay N773 of the 9th Instant, from which, as well as by a perusal of the original enclosures to which he refers, you will observe the Road from Gudattum to Palmanai is now progressing favorably, and may very soon be expected to be completed.

I have &c
Signed J. H. Dopping Esq.
District Engineer of N. Arcot

North Arcot Executive Engineer's Office,
Vellore, 9th February 1859.

N773
From: Lieutenant N. D. Clay
Executive Engineer N. Arcot
To: The N. A. District Engineer of N. Arcot
Sir, I have the honor to inform you, that in compliance with

By to come to the long 1858/59

By to come to the long 1858/59

From the Chief Engineer

of the Government

of the Government

2058 11 9 February 1859

18796

Enclosure 1

From the Chief Engineer of the Government

of the Government

of the Government

of the Government

of the Government

of the Government

of the Government

18108

18108

with your wishes, I last week inspected the road
from Gooriaturn Railway station to Palmanair,
being much pressed for time, I did not inspect the
portion between the station and the Shunk Road,
this I intend doing during the present week.

2 I am sorry to say I found the Pygmy
suffering severely from fever at Syenagoontah.

3 The work was making good progress, the "takes"
had been removed, the Goodcoopum cutting was
within a day of completion, the rock blasting
going on with a large gang of workmen, boulders
and stumps of trees were also being removed.

4 I shall be very much obliged if you will
favor me with a copy of your instructions relative
to the 12 feet Arch over the Nulla above the ghaut,
as I cannot find the letter to which you allude in
your last letter to me on the subject, I think
it was settled that the piers should be in
rough stone in Choram and the arch in brick
work.

work, I cannot procure dressed stone for the
arch, except at great expense. I have directed
W Pereira to pitch his tent at the spot
and to complete the work at once, and I shall
also give my personal superintendence as
much as possible.

5 I have directed W Anderson to pitch
his tent at Goodcoopum and to complete the
causeway without delay.

6 I have the pleasure to annex a letter sent
me by the Superintendent of mails, which will
I think afford you satisfaction.

I have the honor of

J. B. Dopping Esq.
Dist. Engr of N. P.

Sept. 22. 1859
Executive Engineer N. P.

N. P.

Super. Office Mail Department
Camp Palmanair, 22. 1859

To Captain Clary

Public Works Department
Vellore.

Sir, I have the honor to annex for your information

road may be urged on Government.

From this place, to the top of the Ghaut, the road is also excellent. Throughout indeed from here to the Railway terminus, it is very much better than our present line via Chittoor. There is however, a dangerous nullah about five miles from here still unbridged. If it were not for this, I would recommend, that this line be at once taken up for the conveyance of the Mail. By it, we should save seventeen miles in distance to the Railway terminus, and a like number of horses, besides having a much better road.

Captain Lelay promises to have the Nullah above referred to, passable for the Mail Cart, in all this month. After it is so, I would recommend that the horses be at once removed to that line.

I shall report to you, when I hear from Captain Lelay, that this Nullah has been

25th /
been bridged and safe for the Mail Cart.

Saml

Signed D. Simpson
Supt of Mails

True copy of
Signed D. Simpson
Supt of Mails

Signed H. Dopping
Dist Engineer of T. & A.

True copies of

~~H. Dopping~~ Major
H. Capt. Engle C.

25th

Enclosed in a letter
from the Chief Engineer
to the West & Governor
Dated 23rd February 1859
N. 8097
M. 141/59
Copies of correspondence
on the state of the Road
from Gualtimum to
Palmanau.

Chief
Roads

N. 8097
To the Chief Engineer.

To the Secretary to Government P. M. D.

In continuation of my letter N. 8096, dated 11th instant, I have the honor to submit for the information of the Right Honorable the Governor in Council, the accompanying copies of correspondence received from the Acting District Engineer North West from which it will be observed, that the Road from Gualtimum to Palmanau is proceeding very favorably, and may be expected to be completed very speedily.

Central Office of P. Works,
Fort St. George, 23rd February 1859
H. P.

I have the honor to be,
Sir,
Your most Obedt Servt.
W. L. S. Colone
Chief Engineer

No. 583.

Extract from the Minutes of Consultation
Minister dated Dec 10th March 1859.

Read the following
letters from the Chief
Engineer.

Here enter 11th and 23rd Feb 1859
No 496/1859

Para 1. Ordered that
the above letters be com-
municated to the Public
Department with reference
to the minute for in that
Dept dated 16th January
last 1859.

2. The Minister's
Council finds nothing
either in the Chief Engineer's
letters

H
J
W
O

W M

From the Chief Eng 12th 1859
C 920 328 & infra =

90th March 1859. Engineer's report
Cane 15th 1859.

Chief Engineer

to the Secretary to Government
C. 920 328.

Entered 23rd Feb 1859
Number 24

No. 8093

Enclosure 1

1859. 15th March 1859.

of the 15th March 1859.

of the 15th March 1859.

No. 109.

of the 15th March 1859.
of the 15th March 1859.
of the 15th March 1859.
of the 15th March 1859.
of the 15th March 1859.

C. 920 328 & infra

letters or in those of the
District Engineer respecting
the Post Master General's
suggestion to shorten the
road from Fortuitum
Station to Pellycondah
by avoiding the Town.
The Chief Engineer will
report on this point.

3. ~~The~~ ~~allusion~~
~~is made by Mr. Simpson~~
Superintendent of Mail
to an unbridged nullah
situated about five miles
from Palmanair, at
presenting an obstacle
to the Syngoonah Shunt
road being at once
taken up for the convey-
ance of the mail. They
request to be
informed whether any
and

and what provision
has been made for
bridging that stream.

J. A.

5 Copies to the Public Dept.
Copy 16

10 -- to the Chief Engineer

Caus. 25th Jan'y / 59 N. 86187

Public Works 1859 Dept.
Caus. 15th March

N. 583.

Contract Memo of Caus.

21st March / 59

Enclosed Memo of Caus. in the Public Works
of 24th March / 59 Caus. 30 in 15th / 59
from the Chief Engr. of 15th / 59
1859 Caus. 945 in 15th / 59

From the Chief Engr. of 15th / 59
1859 in 15th / 59 in 15th / 59

Observing that there
appears nothing either in the
Chief Engr's letter or in those of
the District Engineer respecting
the Port Master General's sugges-
tion to shorten the road from
Sourabaya Station to Pullioa
and by avoiding the Town and
requesting the Chief Engineer to
report on the point and also
desiring to be informed whether
any and what provision had
been made for bridging the
river about 15 miles from
Pulau Main.

1/58 at 110.

March 110.