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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2996	Press
319-320	Mis. <i>File</i>
Dated 18-10-	1864.

Not to be folded or roughly handled

[Signature]

Minute
~~Memorandum~~

1. I have now traversed the central part of Myraud - have seen the state of the road from ^{Goodloe to Myraud} ~~Myraud~~ to the head of the Lambachery Ghat, have heard from the settlers of the three great districts into which the country is divided, their views as to the mode in which their interests can best be promoted, and am therefore in a position to give an opinion as to the correctness of the decision of the Gov^t in 1862 as to the roads which would be required to be made by the Gov^t as main lines of communication. I need say nothing as to the Grants leading to the West Coast, or the roads from the bottom of them to the different districts in which Coffee is shipped, and shall therefore confine myself to an expression of opinion as to the wisdom of the promises made by the Gov^t in 1862 and as to the mode in which these promises should be carried out.

2. The promises were that the following lines of road should be constructed by the Gov^t -
1st. From Seisch Grant to Myraud today

- 2 From Manantoddy to Bowdley on the Mysore frontier.
- 3 From the Cooladdy Ghaut to Manantoddy.
- 4 From Sambraichy Ghaut to Lerioli to Manantoddy.
- 5 From Sambraichy Ghaut to Kalpatty & Vennaray to Manantoddy.
- 6 From Sambraichy Ghaut to Cullam Bally.
- 7 From Cullam Bally to the Mysore Frontier.
- 8 From the Caroor Ghaut to Goodaloor to the Mysore Frontier.
- 9 From Manantoddy to Goodaloor.

With the possible exception of No 5 I am of opinion that all these roads are of special importance to the settlers. Nos 1 & 2 lead from the Northern Ghaut through the central part of the district to the Mysore frontier. They afford great advantages to the cultivators of the Northern part of the district who draw their subsistence from Mysore, along No 2 & send their produce to the frontier by No 1. No 3 affords means to the settlers of getting their produce to market but it is not so good as many of the others. No 4 has already been partially opened and will be useful to all the Northern part of the district. No 5 seems to me to be of the

3

highest importance, and it may be a question for further consideration whether it should be constructed out of Imperial Funds. Nos 6 & 7 are of the greatest possible importance to the central part of the district. No 6 leads directly from Mysore to the central point of Cullam Bally, and No 7 will lead directly to the head of the Sambraichy Ghaut, through a country in which I am told extensive purchases have been made of land for coffee plantations. No 8 is of equal importance to the South Eastern Quarter. No 9 connecting Manantoddy with Goodaloor & by means of the Goodaloor Ghaut with the Cochin and the Rail road is of importance, but by no means of so great importance as the interesting plantations are on the road which lead from the Ghaut to the Mysore frontier. — I am therefore of opinion that, with the possible exception of No 5, Govt. should exercise a sound discretion in selecting the above mentioned lines of road as the primary objects upon which the money granted for communications upon the plateau should be expended.

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2 and in insisting upon the
3 preference to be given to the
roads leading from the Grants
to the Mysore Frontier - as
well as in deciding that a
sum of 60000 Rs should be
devoted annually to the
repair or reconstruction
of these roads until they
were completed -
It appears however to me
that these two latter con-
ditions have been look-
ed upon - In the budget of
the present year, although
large sums have been
allocated for works within
part of the country, the
Caracoor & Tambacherry
Grants have been con-
sidered with the roads
above the Grants, in
such a manner as to leave
for these latter a sum far
inferior to that which
should have been expended
upon them, and if the
smaller sum a large por-
tion has been expended
unprofitably upon the line
between Goodaloom & Luttum
Battery, one which runs
parallel to the western
side of the district instead
of perpendicular to it -
The former oversight may
be remedied by appropri-
ating, out of the funds
granted for the Lawrence
Adylum, an amount

sufficient to make up the
amount expended in 1866
upon the roads of the Plateau
to 60000 Rs. - The second
may be best remedied by
the issue of specific in-
structions to the Supt. Engr
as to the mode of expending
this money - and I will now
proceed to give an outline
of what these instructions
should be -
The Caracoor Grant, & the road
from it to Luppacadoo would
be, I was told, completed in
all its operations in Feb.
I believe however that there
would be a budget too yet
to build - The Engr should
therefore be told to take an-
mediate steps for the com-
pletion of these bridges during
the present year, and suffi-
cient funds should be set
apart for this purpose -
The Tambacherry Grant will
not be completed for two years
I am afraid, but there are
means of making it avail-
able for Bandies even now
and it is of the greatest im-
portance that the roads
leading from this Grant to
the interior of the district
should be pushed forward
with the utmost expedition
of these Rs 40 is traced out & a
good deal of work has been
done - a large part of money
should be made to the Engr
for the purpose of enabling

him to take advantage of
the present season and to
set the whole in a state to
be capable for traffic before
the next monsoon. He
should begin at Suchady
and make the road good
from thence onwards.
The work which has to be
done appears to me to con-
sist for the most part in
making bridges. Several
which were completed this
last year have been ~~by the~~
~~unseasonable rising of water~~
brought bodily from the dikes
on which they were placed by
the unexpected high flood
of the monsoon. These will
have to be replaced. A road
at a higher level, the
road being made good to
the same level, and the
opportunity of determin-
ing the height of the level
at the edge of the new pass
water way should not be
lost sight of. On some
occasions it may be as
well to ~~cross~~ ^{cross} the
water covered by a single
~~span~~ ^{span} of 40 or 50 feet
which will leave ample
space for the timber which
will necessarily be brought
down by the monsoon flood.
The wider rivers on this
line of road, as they are
deep and as the floods
run to the height of from

20 to 25 feet would require
to be dealt with, for the present
at all events, upon a different
principle. Bridges on this
scale would require up to large
apertures of the available
funds to allow of their being
undisturbed at once - in the
meantime, however, a
good ferry, consisting of a
coupling strong decked boat
dismounted by a dlat for
large enough to carry one
motor car, or even an
elephant, might be con-
structed & maintained
while waiting to the night
be levied. Then bridges
might be best worked as
floating bridges, that is
an anchor might be
taken up & fixed in the
middle of the river above
the bridge, and the latter
might swing from this
being worked from one
side of the river to the other
by the action of the current.
The great step is laid by the
planting of ~~South~~ ^{South} ~~East~~ ^{East} ~~My~~ ^{My}
roads upon the couple-
strong of the road, forming
a ~~series of~~ ^{series of} ~~strong~~ ^{strong} ~~of~~ ^{of} ~~strong~~ ^{strong}
batteries of ~~strong~~ ^{strong} ~~of~~ ^{of} ~~strong~~ ^{strong}
the principle of ~~strong~~ ^{strong} ~~of~~ ^{of} ~~strong~~ ^{strong}
as it is of importance that
the line of the road should

be settled with a little
delay as possible in order
to enable the Inspector
of Works on either side of
it to perfect their arrange-
ments for commencing
work. The Ins. Engineer
will make arrangements
for settling the train without
delay, and it appears to
me that Mr. O'Shaughnessy,
who will have to carry
out the train of half the
distance from Saulters
Battery, might be desired
to complete the whole
train from the point already
determined near
Kalspelt to Saulters
Battery - he will be the
better able to do this and
seems to me to be needed
for the present to carry on
the work upon the road
between Godaloon and
Maurantoddy, which may
be prohibited as soon as the
completion of the new
transport line -
Arrangements should be
made for submitting
the Estimates for the
works required to com-
plete the line from
Lambrahy to Maurantoddy
and that from Carcoar to
Leppesador with a little
delay as possible, in
order however, that money

the working season should
be wasted, immediate
arrangements may be made
for procuring materials
so that the work may be
pushed forward as soon
as the Estimates have been
sanctioned -

9 The work to be done during
the present season may be
summed up as follows -

1 The road from the top of
the Carcoar shaft to Leppes-
=ador to be completed

There will be the exception
of the metalling ^{thickening the}

2 The Road from ^{thickening the}
=cherry to Maurantoddy
to be completed, having
the metalling, and with
the substitution of Joints,
over two of the River, for
bridges -

3 A train of the road from the
head of the ^{thickening the}
Lambrahy to Saulters
Battery to be made -

10 - In the budget for next year
a maintenance allowance
will be set apart for
the Carcoar ~~road~~ ^{road}
road & for that from
Lambrahy to Mauran-
=toddy - ~~the balance~~ as well
as for the road from the
Derian & Co. road shaft

the remainder of the
time of 6000 R. will
be appropriated toward
the completion of the road
from ~~San Francisco~~ ^{San Francisco} to
Sutter's Flat, to the
Meyers family, and
the Engineer should get
forward with the plans
of the project to make
that advantage maybe
taken of the whole of the
winter season to push
on the work commenced
-ing from Richard's
working on and

Dec 10

Lucas

4th Oct 1864.

12

12

Proceedings of the

Shirley da

Read the following
Minute by His Excellency the
President.

Offering observations relative
to the roads in the Hydrabad
Country which should be opened.

Perceuter 4. October 1864.

Ordered that a copy
of His Excellency the
President's Minute re-
-corded above be
furnished to the Super-
-intending Engineer
Y^e Du -

In the Imperial
and Income Tax
Budgets for the current
year the sums noted
below have been
allotted for the roads
and passes leading
from the coast to the
interior of Wynd

Wm. in Aktien No 17.
 27.2. Dammbr 1864/68

[illegible]

Offspring deserve
time relative to
the roads in the
Appalachian country
which should
be opened up -

1881

2/12/66 City 10864 Du. 174

1998-1866-966-22

Learn, -
note however, that money

Imperial Budget

Karoor Grant earthwork below	20000
and road along earthwork	30000
Deduct amount diverted in	
to the present trace of the	470
Tamboracherry Grant, so as to make a handy road	29530
Periak Grant road new trace	50000
Karoor Grant bridge below	8000
Total	127530

Income Tax. Audited.

Drains & timber bridges between the Perish
pass & Mysore frontier at Howally — 3,080
— do — from Manantoddy by Sultan's
battery to Goralahon — 5280
— do — from Manantoddy by Terviche
to Chembra chery shant — 2,640
Improving the road from Koteadoddy shant
by Koralte to Manantoddy — 2,200
Improving the road from Pannamaram
by Kulpattu to the head of the Chembra
chery shant — 1,980
Add amount transferred from } 1760 3740
State No 29 of Mysore Rev. Budget. }
No 2640 of 13 Sep 714
— Do — from Sultan's Battery by Chembra
to the head of the Chembra chery shant — 1,980
— Do — from Sultan's battery to the Mysore
frontier — 1,650
Total — 20,570

And to concentrate labor and all available means upon one or two lines of communication.

& the mistake has been made
 of building away from the
 water - a mistake which the building
 done in 1862 was especially
 inclined to do - The
 Superintendent is now
 engaged in building
 the road - the work will
 be better & more quickly
 done.

* See GO No 2757
721 Sep/64

Colmel Walker will be requested to submit a clear statement showing the manner in which he would propose to re-distribute these assignments in order to carry out, as far as their convenience will permit, the recommendations of the President. He will also report whether any, and what funds can be expected from the works selected during the current official year. The Govt. will then be in a position to transfer such addl. grants as may be required from the large balance which it is believed will remain unappropriated from the allotment from the Insurance Ass'n Buildings.

The Supply Commission

particular attention
will be drawn to
the remarks in
paras 6 to ~~10~~ 10 of
the President's minute,
and he will be
careful, in preparing
his budget for the
ensuing financial
year, to attend to
the instructions in
the latter para —

W.B.

The Supp. Mg. 7. 1861
" Public Department
1861-1862

11. 5000 Rs. 1000 Rs.
1000 Rs. 1000 Rs.
1000 Rs. 1000 Rs.

Copy in a letter to England
2/22^d December 1864 No 88.

707 1864 Dept
Pro. of Gov. for Oct

No 2996
Pro. of the Algon
2/18th October 1864

Minute by the
Honorable the President
regarding the improve-
ment of the Wyand
Communications. Mr.
Labor, District.

No 319. 320.