M.R.O. 1—77,005—8-6-37.

(1) Number of pages 10

(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Publicworks DEPARTMENT.

G.O. No. 1543 Press ~~Mis.~~

611-612.

Dated 27-5- 1864.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 27th May 1864.

No. 611. Read the following letter from Lieutenant-Colonel G. W. WALKER, R. E., Superintending Engineer, 7th Division, to Colonel C. A. ORR, R. E., Secretary to Government, Department Public Works, dated Coonoor, 13th May 1864, No. 2:—

SIR,

1. I have the honor to forward copy of report on the state of the Tambracherry Ghât, drawn up by Captain Kennedy, to meet the requisition of Government Order No. 806 of 17th March.

2. From the 2nd paragraph it will be seen that the lower part of the Ghât, upwards of two-thirds of its entire length, has quite superseded the old line throughout the traffic season. Captain Kennedy will learn in time to grudge no such convenience to the public, accompanied though it necessarily is by disfigurement of his neat and highly finished work. No more real damage is done by traffic and encamping on the road than the annual mileage allowance of Rupees 110 will cover.

3. Paragraphs 3 and 4 report hopes of progress which will be frustrated by the determination finally arrived at, to remove both Companies of Sappers during the monsoon. I regret that the 3rd, the G. Company, was removed to Cannanore prematurely without my being consulted as to its disposal, when it might have done good service up to this date with the other two. In such a case I think the Brigadier General and Executive Engineer at Cannanore should have given me notice of their wishes, as I am the person best qualified to judge where Sapper labor can most usefully be employed in my Division. That one Company is not permanently left at Luckady as suggested by me, in modification of my first opinion after further experience, I also regret; but have no doubt the present decision has been arrived at on the fullest consideration of all interest concerned.

4. Paragraph 5 is no exaggerated description of the main feature and difficulty of the line, viz., the continuous mile and a half of perpendicular rocky scarps which have to be encountered at top. There will be nothing like it, when completed, on the Western Ghâts; and I state from much experience in such work, and after careful reading of all correspondence about this line, that to Captain Kennedy's innate engineering skill and fondness for the work, and to him alone, the Government is indebted for its prosecution in the only way to make it creditable as an engineering operation. It had been described to me by many before I saw it myself, and I came expecting to find it a mass of errors; but every element of error I found swept away by Captain Kennedy's bold, but most scientific treatment.

5. His wish for two European Non-Commissioned Officers will be gratified next September, I am sure; and I take this opportunity of bringing to notice the very high terms in which he has written to me of Subadar Veeragoo of the G. Company, whose removal to Cannanore he considers to have been "a great loss to the work, as he is a most indefatigable, useful and intelligent "Native Officer, of great experience and great merit." Government and the public have had so much reason for dissatisfaction with Wynad work generally that it is the more necessary to record the names of Officers and Subordinates who distinguished themselves.

No. 612. ORDER THEREON, 27th May 1864, No. 1,513.

1. The Government are gratified to learn that the work at the Tambracherry Ghât is progressing satisfactorily; but they hope that every effort will be made to complete the lower portion for carts even if the upper is allowed to stand still for a time.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 7th Division.
" Military Department, with copy of the Honorable T. Pycroft's Note.

Exd. S. T. Augustin.

No. 65.

Kew Ridge

6th May 1864.

From,

Captain R. B. Kennedy. 3R

Sappers and Miners

Incharge of Samberchery Ghaut

To,

Lieutenant Colo. Walker R.E.

Supg. Engineer 4th Division

Sir,

With reference to Proceedings of Government No. ~~799~~ 806 dated 17th March 1864, and your endorsement thereon, I have the honor to forward a report on the present condition of the Samberchery Ghaut, and its probable prospects.

2. On the lower section comprising 2 miles of level road, and 5½ miles of ascent, there is no part of the earth work of less width than 12 feet; with the exception of two pieces adjoining to Zigzags, where it has been found necessary to alter the trace for correction of gradient; at those points neither of which exceeds a hundred yards in length, the roadway is temporary and narrow.

The above mentioned earth work had been completed to a minimum width of 15 feet before the end of November last, but the premature use of the Road for bullock traffic, before the outer edges could be protected has resulted in considerable injury, and has worn the road away a good deal. Pack animals have a habit of always travelling as close to the edges as possible, and where the slopes are so steep as they are on this Ghaut, a

some protection is very necessary before a road is opened for use, but which in the present instance there was no time to provide before the traffic commenced. Another practice of the Bunjaries is very productive of damage; that of camping on the road itself, and pickitting their droves of cattle on it; more injury is thus done to a new road in a single night, than can be repaired in a week,— it would be very desirable if an order were passed prohibiting this; and as the distance is so short it would be no hardship.—

While on this subject, I would beg to inform you that the whole of the Pack Animal traffic has passed along this part of the Ghaut since the breaking up of last monsoon.

3 Of the 5½ Miles of ascent before mentioned, very little work is required to make the lower 3 Miles practicable for Carts, though the bridges would have to be of a temporary description, as the funds at my disposal during the last season did not admit of my building permanent structures.— In a few days I could have a temporary bridge strong enough to bear all the traffic for the next year, and these could gradually be replaced by permanent ones

4 On the remaining 2½ Miles, there is a good deal of very heavy work; much however, has been done this season, and I have no doubt about being able to open up the whole by the 1st of January, provided no diminution, either permanent or temporary take place in the Sappers Detachment now employed upon the work; in a contrary case, it will not be possible to do it, as I cannot obtain other labor suitable for the work required to be done. 5

5 On the upper section of the Ghaut, much greater difficulty is encountered; a very considerable distance of the road being carried over rock, in many parts little out of the perpendicular; the blasting is of the very heaviest description; and where this is not necessary, the steepness of the slopes obliges me to build extensive revetments, the slopes obliges me to build extensive revetments, nevertheless for upwards of 4000 feet, the road has made sufficient progress for me to have the power to make it rideable at once:— the whole distance of this section is a little more than 1½ Miles; I fear, however, I cannot hold out any hope of its being opened through out, before the End of 1865.— One reason why progress must be slow, is that it is impossible to commence work below, until the upper portion is Completed to its full width. the two parts of the road forming arms of a Zig Zag, which from the steep character of the slope of the hill are very close to each other; points on the Road, which measured along it, are a Mile distant, being actually within Stones throw; consequently rock disengaged by blasting on the top part would, carry away any work attempted to be executed below.

Before closing this letter I beg to bring to your notice that I feel very great want of subordinate assistance, and it would be a material help

terms if a couple of European non-Commissioned Officers were sent to do duty with the Detachment in September next. They ought however, to be unmarried men; and, if such are obtainable, have some knowledge of building. I should like them to be at Quetta not later than the middle of September.

I have &c.

(Signed) R. S. Kennedy Captain
Sappers and Miners
Incharge of Lamberchery Chaut.
(True Copy)

A. Merewether Capt R.E.
Supg Engineer 1st Division

Sept 21/67

No 2.

From

The Superintending Engineer
1st Division

To

The Secretary
to Government D.P.W.

Sir,

1 I have the honor to forward copy of Report on the state of the Lamberchery Chaut drawn up by Captain Kennedy to meet the requisition of Government order No 886 of 17th March.

2 From the 2d para. it will be seen that the lower part of the chaut upwards of two thirds of its entire length, has quite superseded the old line throughout the Traffic season. Captain Kennedy will be in time to dredge no such conveniences to the public, accompanied though necessarily is by disfigurement of his neat & highly finished work. More real damage is done by traffic remaining on the road than the annual liberage allowance of Rs 110 will cover.

3 Para. 3 & 4. Report hopes of dredging which will be frustrated by the determination finally arrived at to remove both Companies of Sappers during the Monsoon. Regret that the B., the Chaut was removed to Cannanore prematurely

without my being consulted as to its disposal; when it might have done good service up to this date with the other two. In such a case I think the Brigadier General and Dir Engineer at Candahar should have given me notice of their wishes as I am the person best qualified to judge where Sapper labour can most usefully be employed in my Division. That one Company is not permanently left at Luckadi as suggested by me, in modification of my first opinion after further experience, I also regret; but have no doubt the present decision has been arrived at on the fullest consideration of all interests concerned.

4th Para 5 is an exaggerated description of the main feature and difficulty of the line, viz the continuous miles of half of perpendicular rocky scarps which have to be encountered at top. There will be nothing like it when completed on the Western Ghauts; and I state from much experience in such work, and after careful reading of all correspondence about this line, that in Captain Kennedy's innate Engineering skill & fondness for the work, & to him alone, the Government is indebted for its presentation in the only way to make it creditable as an Engineering operation. It had been described to me by many before I saw it myself, & I came expecting to find it a mass of errors; but every element of error I found swept away by Captain Kennedy's bold but masterly scientific treatment.

5 This wish for 2 European Non Commissioned officers will be gratified next September; I am sure. - And I take this opportunity of bringing to notice in the very high terms in which he has written to me of Subadar Veeragoo of the G. Company; whose removal to the G. Company; whose removal to Jamaica he considers to have been a great loss to the work, as he is most indefatigable, useful & intelligent Native officer of great experience & great merit. Government & the public have had so much reason for dissatisfaction with Mynaad work generally that it is the more necessary to record the names of officers & labourers who distinguished themselves I have the honour to be Sir Your most obd. Servt

W. Walker Lt Col R.E.
Supg Engineer, 7th Div.

Supg Engineers office
7th Division
Canara 13th May 1862.

No: 17 March 1864 No 399

W.O. 1864 Depte
Plan of Coast for May
Com. No 2152

The Supg Engr
7th Da.

To
The Secretary
to Govt. D&R

dated 13th May
Received 16

Forwards copy of
Report from Captain
Kennedy on the Sam
breckery Shoal
with Remarks on
the Same.

No 1513 - 27th May 1864

Written Order

No. 611. 612

C. 19th May 1864 - D. 21st

No 1513.

The Government are gratified to learn
that the work at the Sambrackery

Yes WP

is progressing satisfactorily but they
hope that every effort will be made to complete
the lower portion for Cattle when up
and that shall for a time.

but I hope that every effort will be made to
complete the lower portion for Cattle when up
the upper part is allowed to stand
still for a time. there is such
importance to the letting that
the line from the Sea to the highest ponds possible
should be continuous

WP

Chs Pand
27 May/64

Consult the Sodbinder Reports WP
to send back the work in
Supt. refd. in exchange in 10 and
to Civil Office? The dem-
To The Supg Engr 7th Dn Sp sent a notice
" " Military Department for such a work
as this gp

X'87

Docp Rit copy of the Honble S. Pym
30th May