

(1) Number of pages

(2) Date of repair

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## MADRAS RECORD OFFICE.

Government of Madras.

*Public Works* DEPARTMENT.

|          |        |                |
|----------|--------|----------------|
| G.O. No. | 1647.  | Press          |
|          | 23-25. | <del>Mis</del> |
| Dated    | 1-6-   | 1864.          |

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,  
1st June 1867.*

Read the following papers:—

No. 23. From Major R. HUNTER, to the Secretary to Government, Department Public Works, dated Salem, 25th April 1867.

1. By book-post you will receive a sketch of the road from the top of the Salem Ghaut to Taylor's Saddle, and so on to the Mullapooram and Kurdi oor junction; in fact a line connecting the Mullapooram, Kurdi oor, Ahloor, and Salem Ghauts. If I could join Captain Edgcome in sending in a report of all the roads except from A to B, which is fit for cart traffic, it might help Government to a knowledge of our principal want, a line of cart communication along the plateau, say seven miles.

2. A careful tracing might be done by me in a week, such as shifting the present imperial line to such places as would bring it on a cart line gradient of about 1 in 14 at the worst. Captain Edgcome could estimate the cost of the new construction simply as a line for foot-passengers and ponies, say three feet broad, and a very small sum would do that. Finally, the line might be turned into a cart road, which cannot be said of the present one which reads from a level to 1 in 3. If such an alteration took place, such as merely shifting the line at the Red Crosses, the planters would help in the work, and we should have in time cart communication, which at present we are without, as there may truly be said to be not a cart on the hills. The alterations will not be much. The present line is defective and impracticable from bad tracing, and so much money has been spent on the Mullapooram road to Ercaud, that the present measure would open up all the Nagalore ranges for building sites, the principal attraction being pure water not obtainable in Ercaud.

Referred to the Superintending Engineer of the 5th Division, who will direct Lieutenant Edgcome to place himself in communication with Major Hunter, and to report fully upon the subject brought forward in that gentleman's letter.

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

FORT SAINT GEORGE,  
26th April 1867.

No. 24. Endorsement of the Superintending Engineer, 5th Division, dated Cuddalore, 22nd May 1867, No. 36.

From the Assistant Engineer, Salem Range, to the Superintending Engineer, 5th Division, Department Public Works, dated Salem, 17th May 1867, No. 26.

1. In accordance with the instructions contained in your Memorandum No. 64, dated 3rd instant, I proceeded to Yercaud, and inspected, in company with Major Hunter, the various lines of road referred to by him.

2. You will observe that Major Hunter wishes the present line from Scandal Point to Taylor's Saddle to be abandoned, and a line indicated by him in pencil to be followed.

3. I have been along the latter line, and consider it a better trace than that through the cutting at present in use; but then I estimate that 3,000 Rupees would be required to make Major Hunter's trace fit for cart traffic, whereas the present line is cleared for a width of nine feet, and could be easily widened and kept in order with a grant of Rupees 100 per annum.

*410 for maintaining the road from Taylor's  
Saddle*

*Proceedings of the Madras Government, Public Works Department,  
1st June 1867.*

4. There is an annual grant of Rupees 410 for maintaining the road from Taylor's Saddle to the head of the Nagalore branch. This road is at present a mere rough track, and I estimate that it would cost Rupees 10,000 to convert it into a cart road.

5. The road from the head of the Salem Ghaut to Scandal Point is, at present, available for cart traffic, but there is no grant for maintaining it, and I would strongly recommend that an annual grant of Rupees 300 should be given for this portion.

6. In conclusion I would observe that so much of the Mullapooram ghaut, as lies between the head of the Nagalore branch and the plains, has been abandoned since the construction of the Ahtoor ghaut.

Submitted to Government, with  
1 Endorsement, with Major Hunter's letter and reference to their endorsement of the  
a sketch returned. 26th April on Major Hunter's letter.

(Signed) E. A. FOORD, Lieut.-Colonel, R. E.,  
Superintending Engineer, 5th Division.

No. 25. ORDER THEREON, 1st June 1867, No. 1,647.

**CIVIL WORKS, No. 5.**

1. The Government see no reason for incurring an expenditure of Rupees 3,000 on the construction of the new line of road proposed by Major Hunter from Scandal Point to Taylor's Saddle, or for extending that line to the head of the Nagalore branch at a further outlay of Rupees 10,000.

2. The Superintending Engineer is authorized to include in future Budgets the maintenance grants applied for in paragraphs 3 and 5, quoting this order in support of the entries.

(True Extract.)

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

To the Superintending Engineer, 5th Division.  
.. Controller of Public Works Accounts.  
.. Accountant General.  
To Major Hunter.

Exd. S. T. Augustin.

*Fifth Division D. O. M.,  
Salem District,*

*No. 26*

*Salem Range Office,  
Salem, 17th May 1867.*

*From.*

*The Assistant Engineer,  
Salem Range.*

*To.*

*The Superintending Engineer,  
5th Division, D. O. M.*

*Sir,*

*In accordance with the instructions contained in your Memo No. 64, dated 3rd instant, I proceeded to the place, and inspected, in company with Major Hunter, the various lines of road proposed by him.*

*You will observe that Major Hunter wishes the present line from Scandal Point to Taylor's Saddle to be abandoned, and a line indicated by him in pencil to be followed.*

*I have been along the latter line, and consider it a better trace than that through the cutting at present in use; but then I estimate that 3,000 Rupees would be required to make Major Hunter's trace fit for cart traffic, whereas the present line is cleared for a width of 9 feet, and could be easily widened and kept in order with a grant of Rupees 100 per annum.*

*There is an annual grant of Rupees 410 for maintaining the road from Taylor's Saddle*

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branch at a further outlay  
 of Rs. 10,000.  
 2. The Superintending  
 Engineer is authorized to  
 include in future budgets  
 the maintenance grants

Saddle to the head of the Nagalun branch. This  
 road is at present a mere rough track, and  
 I estimate that it would cost Rs. 10,000. to  
 convert it into a cart road.

5. The road from the head of the Salim  
 ghant to Seandal point, is, at present, available  
 for cart traffic - but there is no grant for main-  
 taining it, and I would strongly recommend  
 that an annual grant of Rs. 300 should be  
 given for this portion.

6. In conclusion I would observe that  
 so much of the Mullapooram ghant, as lies  
 between the head of the Nagalun Branch and  
 the plains, has been abandoned since the con-  
 struction of the Mullapooram ghant.

I have the honor to be  
 Sir,  
 Yours faithfully,  
 A. H. Edgewood Esq.  
 Assistant Engineer.

No. 36.

Enclosure 3.

Submitted to Government with reference to  
 their endorsement of the 26th April on Major  
 Hunter's Letter. 1 endorsement with  
 Major Hunter's letter  
 & a sketch, is submitted.

Edgewood Esq.  
 Superintending Engr, 5th Div.

Assty. Engrs Office, 5th Div.  
 Cuddalore 22nd May 1867.

Saddle to the head of the Nagalun branch. This road is at present a mere rough track, and I estimate that it would cost Rs 10,000. I convert it into a road.

5. grant of for cart & training it, that an a given for 6.

so much as between the the plains, struction,

1867 1868  
Cm. of Govt. for Public Works  
From 1939.

The Suptg. Engineer  
5th Div.

To The Secretary to Govt.  
D. S. M.

Dated 22<sup>nd</sup> May 1867  
Recd 25<sup>th</sup> May 1867  
No 36  
Enclosures 2

Submitting Lieutenant  
Edgemoir's report on Major  
Bunker's suggestion for improv-  
ing the Imperial line between  
the Salimghant and Chyler's  
saddle.

1867 1868  
12 June 1867.

Submit their own  
Memoranda.

24<sup>th</sup>  
Suptg. Engr. 5th Div.  
Cuddalore 22<sup>nd</sup>

1867 1868  
1867  
Public Works Department.  
1867

To The Secretary to Government  
Public Works Department  
From The Suptg. Engineer  
5th Div.  
With reference to sketch of  
the road from the top of  
the Salimghant to  
Jagter's saddle and to  
the Imperial line on the  
Nagapora and  
Kudroor junction.  
In fact a line connecting  
the Nagapora and  
Kudroor, Akher and  
Jagter's saddles. It  
is sent from Capt. Edgemoir  
in a report of the  
road except from A.  
to B. which is left for  
Cart traffic. It is a

INT  
12 June 1867.  
1867

ment see  
incurring  
of Rs  
construction  
of road  
Major Hunter  
Point to  
etc, or for  
line to  
the Nagalun

branch at a further outlay  
of Rs 10,000.  
2. The Superintending  
Engineer is authorized to  
include in future budgets  
the maintenance grants

Saddle to the head of the Nagalun branch. This road is at present a mere rough track, and I estimate that it would cost Rs. 10,000 to convert it into a road.

5. grant to for cart & training it, that an a given for 6.

so much of between the the plains, situation &

Self Government the a record of our principal bank a line of cart communication along the plateau say 12 miles a careful tracing might be done by me in a week such as shifting the present Imperial Line to such places as would bring it on a cart line gradient of about 1 in 14 at the worst. Capt. Ed. comes out estimate the cost of the new construction simply as a line for

Submit their own Members.

Edmond M. M. M. Superintending Engr, 5th Div.

Suptg. Engr's Office, 5th Div. Cuddalore 22nd May 1867.

Public Works Department. 1647 1647 87

For the purpose of forming a line of communication from the present road to the head of the Nagalun branch a line of cart communication should be formed. The line may be formed by a series of short cuts. Road of this kind is said of the present road which reads from one end to the other. If such an alteration took place such a merely shifting the line at the Red Cross the planters would help in the work and we should have a fine cart communication which at present we are without as there

INT. 1st June/67.

ment see incurring of cost construction of road Major Hunter Point to etc, or for line to the Nagalun further outlay

of Rs. 10,000 - 2. The Superintending Engineer is authorized to include in future budgets the maintenance grants

2. The Superintending Engineer is authorized to include in future budgets the maintenance grants

saddle to the head of the Nagalun branch. This road is at present a mere rough track, and I estimate that it would cost Rs. 10,000. to convert it into a cart road.

5. grant for cart & training it, that an, given for b. so much of between the the plains, structure.

Pl. 1867 Department  
No. 1512  
From Major R. Hunter  
Salem  
To  
The Secy to Govt.  
D. F. W.  
Recd 26th April 1867  
17th 1739/14  
Encls 1  
Suggesting certain im-  
provements to the Imperial  
line between the Salem  
Shant & Taylor's Saddle  
No. 1647 - 1st June/67  
Referred

Submits their res. Hunter.

Edmond Whitte  
Superintending Engr, 5th Div.  
Suptg. Engrs Office, 5th Div.  
Cuddalore 22nd May 1867

Public Works Department  
1647  
1867

Received 23rd May 1868  
W. Some months  
since a sketch of  
the road in the  
hills was sent to  
your office which  
was furnished for  
me by the Public  
Department.  
I should feel  
obliged if you  
will direct your

GOVERNMENT  
order the 1st June/67.  
ad the following  
1. dated 25th April  
2. 36 dated 22nd May  
1867  
186, No.  
Government see  
reason for incurring  
penditure of Rs.  
on the construction  
new line of road  
d by Major Hunter  
Scandal Point to  
Saddle, or for  
line that line to  
ad of the Nagalun  
at a further outlay

of Rs. 10,000.  
2. The Superintending  
Engineer is authorized to  
include in future budgets  
the maintenance grants

Saddle to the head of the Nagalin branch. This road is at present a mere rough track, and I estimate that it would cost Rs 10,000. to convert it into a road.

ghant & for cart & training it, that an p. given for so much of between the the plains, & structure.

Mr. Department  
1st June 1867

Manager, I took up the sketch and return the same. It was a road survey of all the Ghants & the Plateau road which joined them all together.  
M. Obervant  
P. Hunter

Under Secy. to Govt.  
1st June 1867

Submits their res. Hunter's

Edmond L. H. H.  
Superintending Engr, 5th Div.

Suptg. Engrs Office, 5th Div.  
Cuddalore 22nd May 1867

1647  
Public Works Department.  
1647

PROCEEDINGS of the MADRAS GOVERNMENT.  
Read the following

From Major R. Hunter Salem Here enter No. 36 dated 22nd May 1867  
From the Supty Engineer of the 5th Div.

ORDER THEREON,  
186 , No.  
The Government see no reason for incurring an expenditure of Rs 3000 on the construction of the new line of road proposed by Major Hunter from Scandal Point to Taylor's Saddle, or for extending that line to the head of the Nagalin branch at a further outlay of Rs 10,000.  
2. The Superintending Engineer is authorized to include in future budgets the maintenance grants

applied for in paras  
3 and 5, quoting this  
order in support of the  
entries -

*[Handwritten signature]*

- 6 To Mr. Dyer, Secy. Gen. ✓
- 4 " Controller ✓
- 3 " Asst. Secy. ✓
- 2 " Major Hunter ✓

25  
Dec 23/67

Pub. Works 1864 Depart<sup>mt</sup>

Pro: of Govt. for June

No. 1647

Pro: of the head: as Govt.  
Op, 1<sup>st</sup> June 1864.

Authority granted  
for the inclusion in future  
Budgets of maintenance grants  
for Roads (certain) on the  
Sherray Hills in the Salem  
District, and the Super: Engrs of the  
5<sup>th</sup> Division informed that  
no reason can be seen for the  
construction of a new line of road  
from Scandal Point to Taylor's  
Saddle, or for extending the  
present line to the head of the  
Nagalore branch.