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MADRAS RECORD OFFICE.**Government of Madras.***Public works* **DEPARTMENT.**

G.O. No. 3830

Press

~~Mis.~~

187-88

Dated 8 12 1868.

Not to be folded or roughly handled

No. 187. Read the following letter from the Officer in charge of Operations, Wynaad, to the Secretary to Government, Public Works Department, dated Luckadie, 28th November 1868, No. 643.

1. With reference to the Proceedings of Government, No. 3,644, dated 20th instant, I believe that the best reply as to what has been done in the construction of the Tambercherry Ghaut, is to state the following particulars, most of which will be found embodied in my Progress Report for October. A detachment of Sappers arrived at Luckadie on the 16th ultimo, and their baggage, conveyed on twenty-one carts, was brought without difficulty to the junction between the old and new ghauts; the carts were fully loaded, and drawn by a single pair of bullocks each; not the slightest compulsion was used with the cart drivers, who came perfectly willingly for a small extra rate. The roadway, however, was not in very good order at the time, as heavy rain had made it deep in places where fresh earthwork had been done. Subsequently, an extraordinarily violent shower of rain, by which, after a fall of less than one hour, all the nullahs in the neighbourhood were flooded some two or three feet higher than during any part of the monsoon, cut up the surface of the road considerably; but it was put into sufficiently good order by the 3rd of this month to permit the use of it by some of the Collector's family in a pony carriage, which was driven up to the junction by Mrs. Ballard, without her once having to get out of it. Again, on the 14th instant, a second detachment of Sappers, with eleven carts, brought up their baggage to the junction, also without complaint as to difficulty. Since this I have had small parties employed constantly in improving the surface and widening the road-way. Departmental carts have been employed daily in the conveyance of materials; and I have also received other materials from Mr. Maylor, Messrs. Parry and Co.'s Agent at Calicut, I questioned the cartmen as to whether they had experienced any difficulty, and they said none at all, and expressed themselves perfectly willing to bring up more loads if required. Finally, Mr. White, the Apothecary now in Medical charge of the Sappers, travelled up to the junction in a country cart, and states that he experienced no difficulty in so doing. I think that the above will show whether that portion of the ghaut is practicable for wheeled carriage or not, better than any opinion I can offer. I may add, that not seeing the use of going to the expense of carrying out Captain Mullins' suggestion regarding a bandy stand, at a point where it could only be of temporary use, I have provided a good deal more accommodation to answer the same end, by widening to full width, and setting apart for carts to halt at, a piece of the road just above the junction.

2. With regard to the upper portion, I have to report that work has been most vigorously and uninterruptedly prosecuted along its whole length. Some of the heaviest revetments have been completed, and all the others are now in hand, and of course daily showing progress; upwards of 200 coolies are employed in blasting; the greater part of two Companies of Sappers in building revetments, and in directing the work of the coolies employed in procuring materials for the Sappers to build with; also a numerous gang of Wudders doing earthwork where required for correcting gradients and widening. The arrival of the detachment of Sappers was delayed considerably beyond the date named by Captain Mullins, and the work to be executed very much exceeded what he supposed. Seeing also what excellent work

*Proceedings of the Madras Government, Public Works Department,
8th December 1868.*

had already been done by the Sappers, I have not thought it advisable to interfere too much with the mode in which they like to execute it; and, consequently, the revetments are still built in a style of massiveness, which I am confident will defy destruction. I trust that the very much longer experience I have had in working these men, and my intimate knowledge of the requirements of the work, will be sufficient guarantee for my having acted judiciously on this point. If Sappers are allowed to work in this style, they seem to take an interest and pride in doing their work thoroughly well. Whereas, interference with them, I find, generally produces carelessness, and running into the opposite extreme of not doing the work sufficiently well, in place of too well: there can be little doubt which is the safest error to fall into.

3. I hope His Excellency the Governor in Council will excuse my not giving a decided opinion as to the exact date on which I shall be able to report the ghaut open. So much depends on circumstances not under my control: for instance, my operations at this moment are most inconveniently retarded by delay in the supply of blasting powder, my indents for which were sent to Madras direct to the Inspector General of Ordnance and Magazines, on the 2nd instant, and of which, until yesterday, I had not heard anything. I sent a reminder on the 17th, and a second one, enclosing duplicates of indents, on 21st. I have been unable to obtain much assistance from either of the other Ranges in Wynnad, as Major Raynsford, on the Carcoor Ghaut, is in precisely the same plight, although his indents were forwarded on 3rd October last, and the North Wynnad Range Officer has only been able to lend me a supply sufficient for a few days. All I can safely say is that whatever can be done by the most unremitting exertion on my own part, and I am sure I can confidently say also of all who are employed under my orders, will be done; and unless some very unforeseen circumstances should prevent it, His Excellency may rely on it that I shall be in a position to announce the opening of the road somewhere near about the time that Captain Mullins stated it was possible to do it. The labour at my command is, I may add, abundant; in fact, I could not employ more, and am obliged to refuse many who now apply for work. The only thing that I could desire to hasten the result, would be more mechanical appliances, but it is rather too late now to ask for these.

No. 188.

ORDER THEREON, 8th December 1868, No. 3,830.

CIVIL WORKS, No. 24.

Ordered to be recorded.

(True Extract.)

Colonel, R. F.

Secretary to Government.

To Captain R. B. Kennedy.

Exd. S. T. Augustin.

10613
Special Executive Engineer
Office, Wynnad Luskadie.
28th November 1868.

From, The Special Executive Engineer
Wynnad
To, The Secretary to Government
Department Public Works
Madras.

Sir,
With reference to the Proceedings of Government No. 188, dated 20th Instant, I believe that the best reply as to what has been done in the construction of the Tambicherry Ghaut is to state the following particulars, most of which will be found embodied in my Progress Report for October:—A Detachment of Sappers arrived at Luskadie on the 16th ultimo, and their baggage conveyed on 21 Carts was brought without difficulty to the junction between the old and new Ghauts: the Carts were fully loaded, and drawn by a single pair of bullocks each; not the slightest compulsion was used with the Cart drivers, who came perfectly willingly for a small extra rate: the roadway, however, was not in very good order at the time, as heavy rain had made it deep in places where fresh earth work had been done. Subsequently an extraordinarily violent shower of rain, by which, after a fall of less than one hour, all the Nullahs in the neighbourhood were flooded some two or three feet higher than during any part

part of the Mountain, cut up the surface of
the road considerably, but it was put into suffi-
ciently good order by the 5th of this month. It
permitted the use of it by some of the Collector's
family in a team carriage, which was driven up
to the junction by Mrs. Ballard without her own
having to get out of it. Again on the 16th instant,
a second Detachment of Sappers, with 11 Wags,
brought up their baggage to the junction, also
without complaint as to difficulty. Since this
I have had small parties employed constantly
in improving the surface, and widening the
roadway. Departmental Wags have been
employed daily in the conveyance of materials,
and I have also received other materials from
Mr. Maylor, Messrs. Perry & Co. Agents of the
Government. I questioned the Cartmen as to whether they had
experienced any difficulty, and they said none
at all, and express themselves perfectly willing
to bring up more loads if required. Finally,
Mr. White, the Apothecary, now in Medical
charge of the Sappers, travelled up to the junction
in a country Cart, and states that he experienced
no difficulty in so doing. I think that the
above will show you that portion of the
road is practicable for wheeled carriages, or
not, better than any opinion I can offer. I
may add that, not during the use of going to
the expense of carrying out Captain Mullins
suggestion regarding a Dandy Stand, a point
where it could only be of temporary use, I have
provided a good deal more accommodation to
answer the same end, by widening to full width,
and setting apart for Wags to halt at, a piece
of the road just above the junction.

With regard to the upper portion

I have to report that work has been most
vigorously and uninterruptedly prosecuted along
its whole length; ^{some} of the heaviest revetments have
been completed, and all the others are now in
hand, and of course daily showing progress: up-
wards of 200 Coolies are employed in blasting;
the greater part of two Companies of Sappers in
building revetments, and in directing the work
of the Coolies employed in procuring materials for
the Sappers to build with - also a numerous gang
of Waddlers doing earth work where required for
correcting gradients, and widening. The
arrival of the Detachment of Sappers was delayed
considerably beyond the date named by Captain
Mullins, and the work to be executed very
much exceeded what he supposed, seeing also
what excellent work had already been done by
the Sappers, I have not thought it advisable to
interfere too much with the mode in which they
like to execute it; and consequently the re-
vetments are still built in a style of magnificence
which I am confident will defy destruction.
I trust that the very much longer experience I have
now in working these men, and my intimate know-
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sufficient guarantee for my having acted judicious-
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were sent to Madras direct to the Inspector
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Instant, and of which, until yesterday, I have not
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in Mysore, as Major Rainsford on the
Galever Ghaut is in precisely the same plight,
although his Instants were forwarded on 3rd
October last, and the Fort St. George Range
Officer has only been able to send me a supply
sufficient for a few days. All I can safely
say is that whatever can be done by the
most diligent exertion on my part,
and I am sure I can confidently say also of all
who are employed under my orders, will be done;
and unless some very unforeseen circumstances
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who now apply for work: the only thing I
could desire to hasten the result, would
be

be more mechanical appliances, but
is rather too late now to call for them.

I have the honour to be,
Sir, Your most Obedient Servant

Richd. Kennedy (Captain)
Special Eng. Engineer.
Mysore

Dr 1861

Jan 4680

Jan

St. Francis Convention

Engineer.

Hypnotist

St. John's Church

Government

Department of Public Works

Madison

Oct 25 - 1861

Oct 25 - 1861

Oct 25 - 1861

Report to the President

of the work done in the

of the work done in the

of the work done in the

with the President

First of August
8th Dec 1861

W. H. C.

Noted the record

No 3830

Dr 3830

By W. H. C. Secretary

W. H. C.

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Govt. of {1868} Madras.

'PUBLIC WORKS.
Captain R. S. Kennedy

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G. O. S. No. 3830

Nos. 157 & 158

Memorandum
Letter from Capt.
Kennedy, reporting
the progress which
has been made in
the construction
of the Embankment
of the River.