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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1916	Press
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Dated	31. 7.	1873.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
31st July 1873*

No 483 Read the following endorsement of the Chief Secretary, dated 4th July 1873 —

From G. A. BALLARD, Esq, Resident in Travancore and Cochin, to the Honourable W. HUDLESTON, Chief Secretary to Government, Fort St George, dated Trevandrum, 30th June 1873, No 54

I HAVE the honour to forward, for the information of Government, copies of G. O., dated 13th March 1873, No 799 Resident, to Diwan of Travancore, dated 1st April 1873, No 237 Chief Engineer, to Diwan, dated 26th March 1873, No B M (Extracts) Diwan, to Resident, dated 23rd June 1873, No 2,489 certain correspondence regarding the road across the Peermade plateau to the head of the Goodaloor Ghaut. The Government will, I believe, peruse with interest Mr Barton's clear description of the road over the hills, and observe with satisfaction the prompt measures taken by the Travancore Government to push forward this important line of communication.

2 It will be seen that the Travancore Government have no need of the assistance of the Madras Engineers, but that the Sukar is not the less obliged for the assistance kindly proffered.

3 Mr Burton submits some explanatory remarks on certain points noted by Major Farewell regarding the Peermade Ghaut, etc.

4. Information is requested as to the site of the bungalow immediately intended for the use of Departmental Officers, but to be subsequently converted into a traveller's "rest-house".

From G. A. BALLARD, Esq, Resident in Travancore and Cochin, to A. SASHIAH SASTRI, Diwan of Travancore, dated Trevandrum, 1st April 1873, No 237

I HAVE the honour to invite attention to the letters noted, and to request the information called for at your early convenience.

To Diwan Peishcar in charge, No 855, dated 12th Nov 1873
To do do " 834, " 21st " "
To do do " 936, " 23rd Dec "
To Diwan of Travancore " 89, " 1st Feb 1873
To do do " 89, " 1st Feb 1873
* Proceedings of Govt, No 799, dated 13th March 1873

2 I have just received the communication noted * which I request may be returned to me after perusal by you and the Chief Engineer.

3 I observe by Mr Barton's letter to you, dated 17th ultimo, No 1,105, that owing to the death of Mr Summers, Mr Valentine, who would otherwise have been employed by this time in tracing the road as far as the Perryaur, has been sent to the Warkallay works.

4 I gather that the Madras Engineers are working the ghaut and road from its head to Goodaloor Tavalum, and if a Travancore Officer is not likely to be able to be deputed for the trace from the Perryaur to Goodaloor Tavalum before long it might be desirable to ascertain if the officer in charge of the work at Goodaloor Tavalum could undertake tracing and opening to the Perryaur.

5 The Chief Engineer should be consulted. If necessary, I shall be happy to address the Madras Government on the subject.

From A. SASHIAH SASTRI, Diwan of Travancore, to G. A. BALLARD, Esq, British Resident of Travancore, etc, etc, dated Trevandrum, 23rd June 1873, No 2,489/P. W. 669

REFERRING to correspondence noted at foot, I have the honour to forward herewith, for your information, copies of letters as per margin, from which you will observe that Mr Barton

From Chief Engineer, No B M, dated 26th May 1873
To do, " 2,471, " 23rd June "

will soon be in a position to arrange for continuing the road from Peermade down to the frontier at Goodaloor, and though we have now no

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31st July 1873*

occasion to avail ourselves of the services of the officers on the British side, this Government is nevertheless not the less obliged to them for the assistance so kindly proffered

2 I beg to draw your attention to Mr Barton's observations on certain points of Colonel Farewell's report, which perhaps you may deem fit to communicate to the Madras Government

3 I shall be obliged for definite information as to the site for the location of the bungalow * immediately intended for the use of Departmental Officers, but to be subsequently converted into a traveller's Rest-house I seek this information with a view to determine the site for a bungalow on our own side

* Referred to in paragraph 24 of Colonel Farewell's Report, printed in the Proceedings of Government, No 793, dated 13th March 1873, (herewith returned)

From Resident, to Diwan, No 237, dated 1st April 1873

To do from do „ 1,488, „ 5th „ „

From do to do „ 265, „ 12th „ „

Extract from a letter from the Chief Engineer, to the Diwan of Travancore, No E M, dated 26th May 1873

I HAVE the honour to acknowledge receipt of your No 1,489, of the 5th ultimo, and enclosures, and for the information and further orders of His Highness' Government, to report as follows

2 I have just returned from my inspection of the road in progress between this and Goodaloor Tavalam and the ghaut works in progress in the British territories

3 In the Diwan's letter, No 5,246, of the 12th December 1871, a preliminary sanction was accorded for constructing the road from Peermade to Goodaloor, taken approximately at 16 miles in length, and at the rate of 800 Rupees per mile, or a total amount of 14,720 Rupees During the remaining portion of that working season the first section of the line to Wespidingy 8½ miles was commenced, the road being opened to full 14 feet in width, and an attempt was made to carry on the trace down to the Perryaur, a work of considerable difficulty owing to the precipitous, rocky and broken character of the intervening country The first and second trial lines both failed, but the surveys of the country beyond the Perryaur to Goodaloor were completed

4 Last season, having no establishment which could be made available for the duty without suspending executive works, I undertook the duty of completing the trace myself, and assisted only by Assistant Overseer Renganathan, and greatly by the experience gained in the last year, carried the trace down to the Perryaur and commenced the work of actual road-making

5 The distance of the new road from Peermade (or the 45th mile from Cottiam) to the Perryaur river is 14½ miles, and excluding the cutting of the catch-drains, the whole of the earthwork on this section may be said to be completed, a good deal of rock has also been removed by blasting between Peermade and Wespidingy, and that section, with the exception of one very bad spot near the Araday river, has been made passable for carts though not completed The expenditure up to date is 8,000 Rupees, or, including outstanding balances due to petty contractors for works in progress or completed, Rupees 9,000, the sanction for these fourteen miles would be 13,340, leaving, therefore, a balance of 4,340 Rupees still available

6 Now, however, that we come to open the hill sides and see the amount of the rock met with, it is clear that 800 Rupees per mile will barely suffice even to open the line throughout with a clear passage for carts, however, before submitting a regular estimate for completing the road to the Perryaur, I recommend that the balance available should be expended, which will enable a more reliable estimate to be prepared than can at present with any amount of care in measurement be arrived at

7 His Highness' sanction should, I think, be accorded to the original sanction of 14,720 being expended entirely on the section between Peermade and the Perryaur, after which further work should cease For that expenditure I am of opinion that the line may be practicable and safe for cart traffic, though not completed in the same manner as the ghaut on the British side, which is being worked out, as far as I can at present learn, on an estimate of between 5,000 and 6,000 Rupees per mile

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31st July 1873*

8 The section from the Perryaur to the frontier, or commencement of the British road, is 7½ miles, its length by the new route may be put down at nine miles this has yet to be traced, but with existing surveys and the determination of certain points which I have been able to fix during this last tour, the tracing will occupy a very short time, a month at most, but it should be done as early as practicable The jungles are now most unhealthy, in fact are looked upon as deadly, but in July the tracing might be done, and a qualified officer (Mr Valentine, for instance,) should be detached for the duty, the road construction being taken in hand as fast as the trace between certain fixed points is completed

9 I propose to ask for a new sanction on this section (between the Perryaur and the frontier)

	RS
Nine miles at 1,000 Rupees per mile	9,000
Formation of camps and cooly lines	500
Construction of a tank or reservoir at Wespidingy, the chief halting ground on the road	1,000
	10,500
	1,625
Extra Establishment and Contingencies	12,125

It is not likely that much of this sanction can be utilized in the current year, it will of course find its proper place in next year's Budget, but it is desirable, to prevent any possible delay, that sanction should be accorded at once to its expenditure, that petty contracts may be formed and every arrangement made for commencing work as soon as the season will permit

10 I do not think anything will be gained by submitting to the Sirkar with this report the surveys and sections of the Peermade plateau, but it may be interesting to note some particulars of the country traversed, viz, from Peermade to Goodaloor Tavalam

11 The present track is eighteen miles in length, it is passable for bullocks only, there are some places where it can be likened only to long flights of very rough steps, and others where the passage is so narrow that only one bullock at a time can pass

12 Three considerable streams have to be crossed en route, the Araday, the Pambaran, and the Perryaur

13 Between Peermade and Wespidingy the country is open, very undulating, but very picturesque, and although wet and cold for six months in the twelve, is healthy all the year round

14 From Wespidingy the descent into the Perryaur of 1,050 feet occurs, and between it and Goodaloor Tavalam the features of the country entirely change Dense impenetrable jungle is met with the greater part of the distance, and for several months in the year, from April to July, the whole district is dangerously unhealthy

15 With the exception of a coffee estate on the banks of the Perryaur there is not a vestige of civilization or recent cultivation along the line, not a village or even a hut is met with To illustrate the severe undulations of the country, I note the particulars of the present route —

From Peermade to the Araday River	
Ascent	Descent
250	450
From the Araday to the Perryaur River	
Ascent	Descent
1,200	1,750
From the Perryaur to Goodaloor	
Ascent	Descent
1,450	1,150

which is equivalent to ascending a ghaut 2,900 feet high going to Goodaloor, 3,350 feet coming from it Goodaloor being actually only 450 below Peermade

16 By the new road the distance will be greater than the old route, 23 miles against 18 miles, but the undulations will be very greatly reduced, still, owing to the natural features of the country, they will be considerable

*Proceedings of the Madras Government, Public Works Department,
31st July 1873.*

17 For comparison with the old route I note as follows —

From Peermade to the Araday

Ascent	Descent
100 feet	300

From Araday to the Perryaur

Ascent	Descent
500	1,050

From the Perryaur to Goodaloor Tavalam.

Ascent	Descent
550	250

Total ascent 1,150 Total descent 1,600

or a saving over the old route of $1,750 + 1,750 = 3,500$ feet of what is called reverse gradient

18 That the best has been done which can be done for the new line will be understood when I mention that the crossing of the Araday and of the Perryaur are fixed points, and that the only two ridges crossed by the new road will be those which form the water-shed between the Araday and Pambanar west of the Perryaur and of the Perryaur and Goodaloor east of the Perryaur

19 I fixed the ruling gradient at 1 in 20, but in the descent into the Perryaur for a short distance, to save very heavy rock blasting, 1 in 16 has been adopted. One in 20 may, however, be taken to be practically the ruling gradient, and of this there will not be more than six miles in detached sections, the rest of the road having easier and in many places inappreciable gradients

20 In your letter under reply you allude to an offer which has been made by the British Engineers to render us assistance in completing the section of the road now reported upon. It is extremely civil on the part of Colonel Roberts to make the offer, and, as the Engineer to His Highness' Government, I have already tendered him my individual thanks, but I think there can be no question on any side that it would be desirable to do the work ourselves if possible, and I believe it is possible if the following arrangements are sanctioned —

28 I think it is right His Highness' Government should know that on the British side, although the work there bears no comparison in point of magnitude and difficulty of conducting with the work on the Travancore side—the ghaut and approach from Cumbum being less than ten miles in length, the ghaut itself only four miles in length, and with a rise of about 1,200 feet, equal, in fact, only to one of the ghauts which occurs on the Travancore side, viz, the descent into the Perryaur—a Special Assistant Engineer with Overseers is allowed for supervision. The establishment of the Travancore Department Public Works is limited, and therefore I cannot propose to put such a supervising establishment on my works, but I think we shall nevertheless, with the arrangements proposed, get through the work creditably

29 Mention is made in paragraph 24 of Colonel Farewell's report* of the construction of a traveller's bungalow on the Goodaloor ghaut head, it would seem desirable to obtain reliable information on this point with a view to determining where to locate the traveller's bungalow which must be constructed on the Travancore side. At present the nearest bungalow on this through line will be Mondeleyaur, at the foot of the Peermade ghaut, and distant thirty-eight miles from the Goodaloor Ghaut

32 It seems desirable to reply to one or two notes in Colonel Farewell's report. Paragraph 2—He alludes to some of the gradients on the Cottayam and Moondakayom road being steep and improvable. This applies chiefly to the section west of and close to Canjerapully, it has always been intended to alter this, and it will probably be best effected by the projected line south of the present road, which will have a branch to Sherwully and the river side and water communication at Coonumpangum, instructions for tracing this were given to Mr. D'Abedojuhl last year

33 Colonel Farewell also alludes to some of the slopes on the ghaut not having been worked out, there are but two of these places, one about 300 yards in length, the other about 100 feet only

*Proceedings of the Madras Government, Public Works Department,
31st July 1873.*

They do not affect free traffic, and with regard to widening the ghaut in those one or two places, wherefrom the extremely precipitous face of the rock along which the road is carried bare 14 feet has been obtained, I would rather advocate a proper arrangement of "turns out" than incurring the heavy cost of widening

34 Paragraph 4—He alludes to bridging the Perryaur. This is not contemplated, such a work would probably cost 50,000 or 60,000 Rupees and a causeway in the dry, and a jungar in the wet, season will, I think, suffice at present. Perhaps, when the grand Perryaur Irrigation Project is completed, and the waters of the Perryaur diverted, a low level bridge capable of passing under it the moderate volume of flood water which will then occupy the bed may be constructed with advantage.

(True Extract)

(Signed) G. A. BALLARD,
Resident.

TRANSFERRED to the Department Public Works.

(Signed) W. HUDLESTON,
Chief Secretary.

No. 484.

ORDER THEREON, 31st July 1873, No 1,916

CIVIL WORKS, No. 28.

His Excellency the Governor in Council has perused with interest Mr. Barton's description of the road in

progress across the Peermade plateau to the head of the Goodaloor Ghaut, and desires that it be recorded as completing the previous report on the same subject made by Lieutenant-Colonel Farewell, and recorded with G. O., No 799, of 13th March

2 It is noted that the Chief Engineer of Travancore has proposed to that Government that the services of a competent Assistant Engineer should be made available in the current month for tracing the $7\frac{1}{2}$ miles yet untouched between the Perryaur crossing and the Goodaloor Ghaut, and that he anticipates it will take him only a month to lay out the trace. Immediately after which he proposes that the construction of the road be taken in hand on a sanction of Rupees 12,125. But he adds that not much of that amount is likely to be utilized in the current year, which is a matter of disappointment to the Government of Madras, whose allotment of the current year for the Goodaloor Ghaut Works is Rupees 40,000, with which it is expected that the line will be opened for cart traffic to the Goodaloor Tavalum in the present working season. His Excellency the Governor in Council trusts that at least the earthworks of the line between the Tavalum and Perryaur crossing will be completed this year, and the new line made practicable for horsemen and loaded bullocks.

3. The site of the intended bungalow will be immediately above the head of the new Goodaloor Ghaut.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Resident in Travancore and Cochin
,, District Engineer, Madura
,, Inspecting Engineer for Ports and Communications.
,, Revenue Department

Exd. S T Austin.

Spare Copies

7N

Extract from a letter from the Chief Engineer
to the Duran of Travancore & Co. B. No dated
26th May 1873.

I have the honor to acknowledge
receipt of your No 1489 of the 5th ultimo and
enclosures, and for the information and
further orders of His Highness' Government,
to report as follows.

2 I have just returned from my
inspection of the road in progress between the
& Goodalore & Avalam & the Ghāt works in
progress in the British Territories.

3 In the Duran's letter No 5246 of the
12th December 1871 a preliminary sanction was
accorded for constructing the road from Permade
to Goodalore taken approximately at 16 miles
in length, & at the rate of 800 Rs per mile, or
a total amount of 14,720 Rs. During the
remaining portion of that working season
the first section of the line to Wespudang, 8 1/2 miles
was commenced, the road being opened to full
14 ft in width & an attempt was made to carry
on the trace down to the Permai, a work of
considerable

considerable difficulty owing to the precipitous rocky & broken character of the intervening country - The first and second trial lines both failed - but the surveys of the country beyond the Permai to Godalore were completed.

4. Last season having no establishments which could be made available for the duty without suspending Executive Works, I undertook the duty of completing the trace myself, and assisted only by Asst. Overseer Renganathan and greatly by the experience gained in the last year, carried the trace down to the Permai & commenced the work of actual road making.

5. The distance of the new road from Permade (or the 1/2 mile from Catyana) to the Permai river is 14 1/2 miles, & excluding the cutting of the catch drains, the whole of the earthwork on this section may be said to be completed, a good deal of rock has also been removed by blasting - between Permade & Wespiding, and that section with the exception of one very bad spot near the Araday river has

914
been made passable for carts though not completed. The expenditure up to date is 8,000 Rs. - including outstanding balances due to petty contractors for works in progress or completed Rs. 9000. The sanction for these 14 1/2 miles would be 13,340, leaving therefore a balance of 4,340 Rs. still available.

6. Now however that we come to open the hill, sides and see the amount of the rock met with, it is clear that 8000 Rs. per mile will barely suffice even to open the line throughout with a clear passage for carts, however, before submitting a regular Estimate for completing the road to the Permai, I recommend that the balance available should be expended, which will enable a more reliable estimate to be prepared than can at present with any amount of care in measurement be arrived at.

7. His Highness' sanction should I think be accorded to the original sanction of 14,720 being expended entirely on the section between Permade and the Permai, after which further work should cease. For that

that expenditure, I am of opinion that the line may be practicable and safe for cart traffic though not completed in the same manner as the ghat on the British side, which is being worked out as far as I can at present learn or an estimate of between 5 and 6000 Rs per mile.

The section from the Periar to the frontier or commencement of the British road is 7 1/2 miles, its length by the new route may be put down at 9 miles, this has yet to be traced, but with existing surveys and the determination of certain points which I have been able to fix during the last tour the tracing will occupy a very short time, a month at most, but it should be done as early as practicable - The jungles are now most unhealthy, in fact are looked upon as deadly, but in July the tracing might be done and a qualified Officer (Mr. Valentin for instance) should be detached for the duty - the road construction being taken in hand as fast as the trace between certain fixed points is completed.

9. I propose to ask for a new sanction on this section (between the Periar & the frontier) 9 miles at 1000 Rs per mile. 9000
 Formation of Camps & Coolies. 500
 Construction of a tank or reservoir at Wuspidungy the Chief halting ground on the road. 1000
 10,500
 Extra Establishment & Contingencies 1625
 12125

It is not likely that much of this sanction can be utilized in the current year, it will of course find its proper place in next year's budget, but it is desirable to present any possible delay, that sanction should be accorded at once to its expenditure, that petty contracts may be formed and every arrangement made for commencing work as soon as the season will permit.

10. I do not think anything will be gained by submitting to the Sirkar with this report, the survey sections of the Permade plateau, but it may be interesting to note some particulars of the country traversed, viz. from Permade to Kodala and back.

11. The present track is 18 miles in length, it is passable for bullocks only, there are some places where it can be taken on by long flights of very rough

rough steps & others where the passage was
narrow that only one bullock at a time can pass.
12. Three considerable streams have to be
crossed en route. The Araday, the Pambanar and
the Perriar.

13. Between Permade & Wespindingy
the country is open, very undulating, but very
picturesque and although wet and cold
for 6 months in the twelve is healthy all the
year round.

14. From Wespindingy the descent into the
Perriar of 1050 feet occurs and between it
and Godalore Sava lam the features of the
country entirely change. Dense impenetrable
jungle is met with the greater
part of the distance and for several
months in the year from April to July
the whole district is dangerously unhealthy.

15. With the exception of a coffee
estate in the banks of the Perriar there is
not a vestige of civilization or even
cultivation along the line - not a village
or even a hut is met with.

To illustrate the severe undulations
of the country, I note the particular

of the present route.

From Permade to Araday River

Ascent

250.

Descent

450.

From the Araday to the Perriar River

Ascent

1200.

Descent

1750.

From the Perriar to Godalore

Ascent

1450.

Descent

1150.

which is equivalent to ascending a ghāt
2900 ft high going to Godalore
3350 ft coming from it. Godalore being actually
only 450 below Permade.

16. By the new road the distance will
be greater than the old route. 23 miles against
18 miles; but the undulations will be
very greatly reduced, still, owing to the
natural features of the country, they
will be considerable.

17. For comparison with the old route
I note as follows.

From Permade to the Araday

Ascent

100 ft.

Descent

300.

From

From Araday to the Perriar
 Ascent Descent
 300 1050

From the Perriar to Godalore Sivalam
 Ascent Descent
 550. 250.

Total ascent 1150. Total Descent 1600

or a saving over the old route of $1750 + 1750 = 3500$ ft. of what is called reverse gradient.

18. That the best has been done which can be done for the new line will be understood when I mention that, the crossing of the Araday and of the Perriar are fixed points, and that the only two ridges crossed by the new road will be those which form the watershed between the Araday & Pambanar west of the Perriar. and of the Perriar and Godalore East of the Perriar.

19. I fixed the ruling gradient at 1 in 20, but in the descent into the Perriar for a short distance to save very heavy rock blasting 1 in 16 has been adopted. One in 20 may however be taken to be practically the ruling gradient.

gradient, and of this there will not be more than 6 miles in detached sections. the rest of the road having easier and in many places inappreciable gradients.

20. In your letter under reply, you allude to an offer which has been made by the British Engineers to render us assistance in completing the section of the road now reported upon. It is extremely civil on the part of Colonel Roberts to make the offer, and as the Engineer to Her Highness' Government, I have already tendered him my individual thanks, but I think there can be no question on any side that it would be desirable to do the work ourselves if possible, and I believe it is possible if the following arrangements are sanctioned.

21. I think it is right Her Highness' Government should know that on the British side altho' the work there bears no comparison in point of magnitude and difficulty of conducting with the work on the Travancore side. The

The ghat and approach from bumbum -
being less than 10 miles in length. the ghat
itself only 4 miles in length & with a rise
of about 1200 ft equal in fact only to one
of the ghats which occurs on the Travancore
side, namely the descent into the Periar.

A Special Assistant Engineer with over
350 or a - years is allowed for supervision. The
Establishment of the Travancore S.D. is
18. is limited and therefore I cannot
propose to put such a supervising
Establishment on my works, but I
will then & we shall nevertheless with
the arrangements proposed get through
the work creditably.

the 29. Mention is made in para 24 of
the Colonel Searwell's report, of the construction
of a traveller's bungalow on the Godalore
Co. Shabhead - it would seem desirable to
obtain reliable information on this point
at with a view to determining where to locate
the Traveller's bungalow which must be
constructed on the Travancore side.
At present the nearest bungalow
on this through line will be Mondoleysur
Tab

X d/21/18/38

at the foot of the Peermade ghat and
distant 38 miles from the Godalore ghat.

32. It seems desirable to reply to one
or two notes in Colonel Searwell's report.
Para 2. He alludes to some of the gradients
on the Cotham & Moonda Kayam road
being steep and improvable. This applies
chiefly to the section west of and close
to Kanyerapully - it has always been
intended to alter this, and it will probably
be best effected by the projected line south
of the present road which will have a
branch to Cherwully and the river side
and water communication at Coonampang.
Instructions for tracing this were given to
Mr D. A. Beddall last year.

33. Colonel Searwell also alludes to
some of the slopes on the ghat not having
been worked out. there are but two of
these places one about 300 yards
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They do not affect free traffic and in the
regard to widening the ghat in those
one or two places, where from the extremely
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precipitous face of the rock along which the road is carried bare 14 ft. has been obtained, I would rather advocate a proper arrangement of turns out than incurring the heavy cost of widening.

34 Para 4. He alludes to bridging the Periar. This is not contemplated. Such a work would probably cost 50 or 60 thousand Rupees and a causeway in the dry, and a jungar in the wet season will I think suffice at present. Perhaps when the grand Periar Irrigation project is completed and the waters of the Periar directed a low level bridge capable of passing under it the moderate volume of flood water which will then occupy the bed may be constructed with advantage.

(True Extract)

G. S. S. S. S.
Resident

14/11/33
No. 4043/73

Pro of Government
No. 199 of 13 March 1873

Residents Office
Travancore 1st April 1873
No. 237
To The Dewan of Travancore

Sir, I have the honor to invite attention to the letters noted and to request the information called for at your early convenience.

2. I have just received the communication noted which I request may be returned to me after perusal by you and the Chief Engineer.

3. I observe by Mr. Pailon's letter to you dated 17 Ult. No. 1105 that owing to the death of Mr. Summers Mr. Valentine who would otherwise have been employed by this time in tracing the road as far as the Periar has been sent to the Warkallay works.

4. I gather that the Madras Engineers are working the flat and road from its head to Gudalur Savalum, and if a Travancore Officer is not likely to be able to be deputed for the trace from the Periar

Peryar to Gudalur Savalum before long.
It might be desirable to ascertain if the
officer in charge of the work at Gudalur
Savalum could undertake tracing and
opening to the Peryar.

The Chief Engineer should be con-
sulted. If necessary I shall be happy
to address the Madras Government on
the subject.

I have the honor to
Yours, G. A. Ballard
Resident

No. 2489
To

Huzoor Butcherry
Travancore 23rd June 1873

G. A. Ballard Esquire
British Resident of Travancore

Sir,

Referring to correspondence
noted at foot, I have the honor to forward
herewith for your information copies of
letters as per margin, from which you will
observe that Mr. Barton will show how
a position to arrange for continuing the
road.

From Chief Engineer to 13th
dated 26 May 1873.
To - Do - No 2471 Travancore 2nd.

Report printed in the proceedings
of Government No 499 dated 13 March
1873 (here with returned)

211
road from Peermade down to the frontier
at Goodalore, and though we have now no
occasion to avail ourselves of the services
of the officers on the British side, this
Government is nevertheless not the less
obliged to them for the assistance so kindly
proffered.

2 I beg to draw your attention to
Mr. Barton's observations on certain points
of Col. Farewell's report, which perhaps
you may deem fit to communicate to the
Madras Government.

3 I shall be obliged for definite information
as to the site for the location of the Bungalow im-
mediately intended for the use of Departmental
Officers, but to be subsequently converted into a
Travellers Rest house. I seek this information
with a view to determine the site for a Bungalow
on our own side.

I have the
Yours, A. Sashuah Astro
Dewan.

From Resident to Dewan No 237 of 1st April 1873
To - Do - from D^r No 1488 of 5th D^r
From D^r - To - D^r No 265 of 12th D^r

/ True Copies /
Cassimally
Resident

№ 54

Residents Office
Frederick 30 June 1873.

of
Now

G. A. Ballard Esquire

To
The Honorable W. Lindlesay
Chief Secretary to Government
Fort Maitland George

Q. 14.

The Government will
with interest Mr. Barton's clear description
of the road over the Falls and observe with
satisfaction the prompt measures taken
by the Praviore Government to push
forward this important line of commu-
nication. -

2.

2. It will be seen that the
 core Government have no need of the as-
 sistance of the Madras Engineers but that
 the Sirkar is not the less obliged for the
 assistance

^{James}
He started Nov^r 1873 No 799
Paid out to Drunk & Lawrence of N York 1873 No 807
for his expenses to & from 8/28 March 1873 10/24 & 26.
Given to Birden p 8/29 June 1873 No 2489

1873

Debt

Enclosed in a letter
from the President to
Francis Pickens to
the Chief Secretary to
Governments, ^{with a copy}
of the same and 20¢ 4 cts
30 June 1873. -

30 June 1893.

16.31 Aug 1933
483

MS
80
C4

before of Corrosion in
on the road across
the Vermade Plateau
to the head of the
the water front.
Feb. 332/23
O R 20442/10.

PL 332/73
20/4/73

No 1916 P. M. d

assistance kindly proffered.

3. Mr. Barton submits some explanatory remarks on certain points noted by Major Farewell regarding the Peermade Ghaut &c.

4. Information is requested as to the site of the Bungalow immediately intended for the use of Departmental Officers, but to be subsequently converted into a Travellers "Rest house".

I have the honor to be,

Sr.

Your most Obedient Servant.

Sasacand

Resident

J. L.

25th 2

No 1916 P.M.S

No. of the Madras Govt.

Read the following:-

From the Resident in
Travancore & Cochin
Thro' Chief Secy Govt
(No 54 of 30 June 73)

His Excellency the
Governor in Council
has perused with
interest Mr. Barton's
description of the road
in progress across the
Peermade Plateau
to the head of the
Goodaloor Ghaut,
and desires that it
be recorded as com-
-pleting the previous

1873 (P.M.S)
No 4643

The Resident in
Travancore & Cochin
To the Chief Secretary
to Government
Fort St. George
Colombo

Dated 30 June 1873
Received 4 July 73
No 54

Enclosure one/2/

No 32

Forwarding copies of
correspondence on the
road across the Peermade
plateau to the
head of the Goodaloor
Ghaut -

For perusal
1910-31 Aug 73

11 July 1873

Travancore & Cochin

Chief Secretary

No 483

Report on the same
subject made by
Lieut J. H. Sarswell,
and recorded with
L. O. No. 777 of 13th March.

It is noted that the
Chief Engineer of Trav.
-ancore has proposed
to that Government
that the services of a
competent Assistant
Engineer should be
made available in
the current month for
tracing the $7\frac{1}{2}$ miles yet
untouched between the
Perryar crossing and
the Goodaloor Shant.

257
and that he anticipates
it will take him only
a month to lay out
the trace. Immedi-
ately after which he
proposes that the
construction of the
road be taken in
hand on a sanction
of Rs 12,125. But he
adds that not much
of that amount is
likely to be utilized
in the current year,
which is a matter
of disappointment
to the Govt of Madras
whose allotment of

the current year for
the Goodalloor branch
work is Rs 40,000,
with which it is ex-
pected that the line
will be opened for
pass traffic to the
Goodalloor Savalum
in the present working
season. His Excellency
the Governor in Council
trusts that at least
the earth works of the
line between the Sav-
alum and Periyar
crossing will be com-
pleted this year, and
the new line made

31N 11.
practicable for horse.
- new and loaded
bullock Co.

The site of the
intended Bungalow
will be immediately
above the head of the
new Goodaloor Chant.
G.M.W.

56

(Handwritten notes)

Resident of Travancore & Cochin ✓
Sri Sree Muthyiah
Duke's Income for Particulars ✓
Rev. Deptt - ✓

Dated 6/8/73

2014-15

L.R.O. 1-4 002-16 9-48

20 The President in France etc
and so on

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607, 1000, 11, 2, 1716.

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