M.R.O. 1—10,006—28-2-50.

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1991	Press	
B.P.—No.		Mis.	1875
Dated	13-7	—195—	

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
13th July 1875.

Read the following:—

No. 363. MEMORANDUM.

THE undersigned having inspected the road from Ootacamund to the bridge over the Seegur river, submits for the information of Government the following observations on its condition.

The section of the road from Ootacamund to the top of the ghaut is in tolerably good order, and without any material increase of expense it may by attention to cross section, consolidation of materials laid down for repairs, and to surface drainage, be made quite as good as is necessary. Metalling and gravel should be strictly confined to the width intended.

2. Much of the ghaut is very good, but there is a great deal which is extremely rough, and in its present state quite unfit for conveyances with springs, while for carts the difficulties are very considerable. Some improvements can be carried out at a small expense, and so far as these are desirable in connection with the maintenance of the ghaut as a cart road they may properly be attended to, but without incurring a large outlay it is apparent that this part of the road can never be adapted for fast traffic, and it would, it is thought, be a great waste of money, seeing how few are the carriages which annually make use of it, how easy it is to send these up from, or down to, the Mysore country, either slowly *viâ* Kulhutty or round by Goodaloor, and how short is the ghaut which requires to be traversed slowly.

3. A very considerable part of the $7\frac{1}{2}$ miles of the Seegur ghaut was originally cut out of very rocky ground, the rock having been removed generally to a little below the intended road surface, but in some places it was left above the latter. The road surface itself was formed over the rough rock with earth and gravel or broken stone, but the gradients being at intervals very steep, the heavy rains which recur generally twice a year wash away the surface and leave the rock more or less exposed. A radical defect in the ghaut is the steepness of gradient and its inequality. Where the gradient is moderate, and some parts of the road are nearly flat, the roadway is generally good.

4. For whatever purpose the ghaut be maintained, the first essential is good and sufficient drainage, in respect of which there is room for improvement. Water should pass off the road surface at once, and as soon as possible be conducted away from the road altogether. Owing to the trace of the ghaut the same drainage from the hill sides crosses the road, in many cases, more than once, and it needs to be regularly conducted throughout its course until it has crossed the road for the last time. In intimate connection with this subject are the cross sectioning of the road, the selection of material for bringing it to its proper level, and the consolidation of all material laid down. Material put on the road without consolidation can do but little good, in dry weather it turns to dust, and in the rains is washed away, and it must also be more or less a nuisance to the traffic.

5. The District Engineer states that the maintenance allowance is Rupees 100 a mile, equivalent to not more, and probably less, than 50 Rupees in the low country, and with this it is certainly impracticable to keep up the ghaut road properly. Its condition, however carefully managed, must depend upon the provision of an

adequate amount of money, and the present grant will not prevent its deterioration, and no improvement of importance can be carried out without a special allotment for the restoration of the roadway to a fairly efficient state.

OOTACAMUND,
26th June 1875.

(Signed) JOHN MULLINS, Lieut.-Colonel, R.E.,
Officiating Chief Engineer, P.W.D.

No. 364. ORDER, 13th July 1875, No. 1,991.

CIVIL WORKS, No. 27.

THE District Engineer, Nilgiris, will prepare and submit an estimate for carrying out such moderate improvements to, and restoration of the Seegur ghaut as will obviate the defects noticed in the foregoing memorandum, and make it as good for cart traffic as the circumstances of the ghaut and the necessity for keeping expenditure as low as possible will admit of.

(True Extract.)

(Signed) J. O. HASTED, Major, R.E.,
Officiating Joint Secretary to Government.

Memorandum.

The undersigned having inspected the road from Ootacamund to the bridge over the Seegur river submits for the information of Govt. the following observations on its condition.

The section of the road from Ootacamund to the top of the ghaut is in tolerably good order and without any material increase of expense it may by attention to cross section, consolidation of materials laid down for repairs

and

and to surface drainage, be made quite as good as is necessary. Metalling and gravel should be strictly confined to the width intended.

2. Much of the ghaut is very good, but there is a great deal which is extremely rough, and in its present state quite unfit for conveyances with springs while for carts the difficulties are very considerable. Some improvements can be carried out at a small expense, and so far as these are desirable in connection with the maintenance of the ghaut

ghaut as a cart road they may properly be attended to, but without incurring a large outlay it is apparent that this part of the road can never be adapted for fast traffic and it would, it is thought, be a great waste of money seeing how few are the carriages which annually make use of it, how easy it is to send these up from, or down to, the Mysore country either slowly viâ Kulhully or round by Goodaloor, and how short is the ghaut which requires to be traversed slowly.

A very considerable part

part of the 7½ miles of the Seegur ghaut was originally cut out of very rocky ground, the rock having been removed generally a little below the intended road surface but in some places it was left above the latter. The road surface itself was formed over the rough rock with earth and gravel or broken stone, but the gradients being at intervals very steep, the heavy rains which recur generally twice a year wash away the surface and leave the rock more or less exposed. A radical

defect

defect in the ghaut is the steepness of gradient and its unequality. Where the gradient is moderate, and some parts of the road are nearly flat, the roadway is generally good.

For whatever purpose the ghaut be maintained the first essential is good and sufficient drainage, in respect of which there is room for improvement. Water should pass off the road surface at once, and as soon as possible be conducted away from the road altogether. Owing to the trace of

the

the ghaut the same drainage from the hill sides crosses the road, in many cases more than once and it needs to be regularly conducted throughout its course until it has crossed the road for the last time. In intimate connection with this subject are the cross sectioning of the road, the selection of material for bringing it to its proper level, and the consolidation of all material laid down. Material put on the road without consolidation can do but little good; in dry weather it turns to dust and in the rains is washed away and it must also be more or less a nuisance to the traffic.

The District Engineer states that the maintenance allowance is Rs 100 a mile equivalent to not more ~~than~~ probably less than 50 Rupees in the low country and with this it is certainly impracticable to keep up the ghaut road properly. Its condition, however carefully managed must depend upon the provision of an adequate amount of money and the present grant will not prevent its deterioration

And

and an improvement of importance can be carried out without a special allotment for the restoration of the roadway to a fairly efficient state.

Lt. Col. R.E.
Offg. Chief Engineer
P.W.D.

C/C. 13th July/75
Lr. 1991

No. 363.

Killeen & Slade had a narrow escape in a single pony carriage, - the [illegible] at the corner 15th June 1875.

Ryall Esq. W. Robinson,

Thanking pleasure I forward you today post a memorandum on the state of the Siguir Ghaut road. Hope it will suffice to show you that with no very great outlay expenditure the Ghaut road

Bullen & Slade had a narrow escape.
In a single pony carriage, - the
pony in shafts, the joining
knight now be safely done, but in
no other way, Ethelde.
Will you kindly tell Dr. Robinson
with my compliments that Mame
and self received Mrs Whitehouse;
but Mame not forgotten my
promise & send her a copy.
His Highness has asked me
to present his compliments

may be rendered free from
danger, which it now certainly
is not for a carriage & pair.
Mistress Mab on the 9th inst.
drive down safely & this in any
small fraction without damage,
but the smaller and lighter
Vicky Victoria came to grief on
the way Mame mentioned, and

Mr. Robinson

I enclose a Memorandum
the Surgeon General
Explains with the Reasons on
the subject which you have
[illegible]

Mrs. Robinson and yourself
Willingtown Compliments and
respects. Remain
Dryllcar Mr. Robinson
Yours very Truly
[illegible]
Wallaceton
Mrs. Dr. Robinson C. S. S.
&c &c &c

Memorandum

On the Sejúr Ghát road.

Of the road from Ootacamund to Sujúr by the Sejúr Ghát that portion extending between Ootacamund and Kakanahalla, a distance of twenty seven miles, lies in the Madras Presidency. The conditions of this portion may be thus described:

The road from Ootacamund to Talakúnda, the Summit of the Ghát, a distance of about five miles, is in fair order.

The road from Talakúnda, the Summit of the Ghat, to Sejúr, a distance of Seven and a half miles, is in the worst possible order, and unless promptly repaired will speedily become impassable for horsed conveyance;

The road from Sejúr to Kakanahala, a distance of about fifteen miles, is in bad order. The bridges, however, are all intact, and the road is in no sense dangerous; it might even be made good at a very trifling cost.

I may add that the road from Kakanahala to Sujúr, a distance of about fifty three miles, is in perfect order. So good indeed is it that in traversing it

Ins containing Calls for a moderate Bill for the Expenses of Lt Col Ruddle has medicated The Doctor Ins

22-11-7-15

of this very route, I was able to travel in a barouche and pair at the rate of eleven miles an hour including stoppages

It will thus be seen that of the whole distance from Ootacamund to Mysore by the Seguir Ghat, only Seven and a half miles are urgently in need of repair; but that these Seven and a half miles do require repair most urgently.

It seems a pity that a road 80½ miles in length should be rendered unfit for traffic by the decay of only seven miles and a half of it; but this will inevitably be the case unless measures be promptly taken to repair that short distance.

That extent of Seven miles and a half from Tala Kunda to Seguir, offers no difficulty to repair. In no single place has the road fallen away. The upper stratum of the soil has either worn away or been washed away, leaving exposed the uneven surface of the natural rock. In some places and especially on the steepest, this surface is smooth and slippery, in others sharp and jagged. In others again round, and insecure. All these causes make this part of the road extremely dangerous for horsed conveyances.

So dangerous indeed is it that in descending it on the 7th June last, the pole of one of my carriages drawn by ponies, was snapped by the concussion caused by the inequalities of the road. This upset the carriage, and the two inmates, Lieutt. Bullen 16 Lancers and Lieutt. Slade 18 Hussars, narrowly escaped being precipitated a clear drop of several hundred feet.

Considering the amount this portion of the road must have cost when originally constructed; its importance as the direct communication with the province of Mysore; that no portion of it has fallen away; that layers of stones and soil alone would put it into good working order; that in its present state of disrepair it offers the only difficulty to convenient communication between Ootacamund and Mysore; I cannot but think that the placing it in efficient order will commend itself to the Honble the Governor as a wise and practical measure.

I have written this Memorandum at the request of His Honour and now submit it with respect for his consideration.

Mysore
15 June 1873

W. Wallace, Colonel

21

Public Works Dept.

Proceedings of the Madras Government
Under date the 1875
Read the following

Letter from the Offg Chief Engineer P.W. Dept. (No. C. No. dated 26th June 75)

G.O. No. 1991 of 13th July 1875

The District Engineer Nilgherries will prepare and submit an estimate for carrying out such moderate improvements to and restorations of the Seegur Ghaut as will obviate the defects noticed in the foregoing Memorandum, and make it as good for cart traffic as the circumstances of the ghaut and the necessity

Minute Not Wanted as Right & Wanted as Left by Mr. Eastaway Asst. Engr. & Engineer to Govt. Public Works Dept. Ootacamund 15th July 1875

Mr. Eastaway
Asst. Engr.
Ootacamund

Col. G. Malleson
Inspr. General
Madras

Ootacamund 13th July 1875

Mr. Lewis
Supdg. Engr.
Nilgiris

Ootacamund
13th July 1875

G.O. 13th July 1875
No. 1991

necessity for keeping
expenditure as low as
possible will admit
of.

To H.E. Heligoland & MS dispd
S.C. dispd - 27-7-75 13-7-75

12363/64

CR. 12.7.75
2 Draft

Ci-2-7-75 Rlo 9.7.75

Year [illegible] 1877

Govt. of India.

PUBLIC WORKS.

To

The Hon'ble [illegible]
Kaligunj

Dated

Received

Read. Encl.

C. O. No. 1111

Nos. 353 - 364

Road from Balucamund to
the bridge over the Sergnee
river — The Engineer
directed to prepare & submit
an Estimate for carrying out
such improvements & and
Restorations of the —, &
Certain instructions given for
carrying the work.