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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	428	Press
B.P. No.		Mis. —
Dated	15 - 2	C875
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Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
15th February 1875.*

No. 344. Read the following letter from Major J. N. HUNTER, R.E., District Engineer, Salem, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Salem, 15th December 1874, No. 173 :—

WITH reference to G. O., No. 1,787-A, dated 3rd July 1874, I have the honor to submit, for the sanction of Government, a survey and an estimate of Rupees 6,190 for removing rock on the bridle-path for the Shevaroy Hills Ghaut, together with a copy of a letter from Captain H. Bailey, Executive Engineer, reporting that so much of it as could be made without blasting has been opened.

1 Survey.
1 Estimate.
1 Copy of a letter.

From Captain H. BAILEY, Executive Engineer, to Major J. N. HUNTER, R.E., District Engineer, Salem, dated Salem, 2nd December 1874.

WITH reference to G. O., No. 1,787-A, of the 3rd July 1874, I have the honor to report, for the information of Government, that so much of the bridle-path for the Shevaroy Hills Ghaut as could be made without blasting has been opened.

1 Estimate.
1 Survey.

2. Where it is impassable on account of rock, paths have been cut to avoid it; a pony can therefore be taken up and down without difficulty.

3. From the accompanying survey of the trace it will be seen that there are sixteen zigzags on it, there was however no alternative but to use them, or to take a much longer or much more expensive line.

4. As you are aware I traced another line down the Lake Valley, which could have been worked out with either three or five zigzags, according to the amount allowed for the road, but as it would have been nearly three miles longer and more expensive, mile for mile, than the line decided on, the bridle-path has not been cut, the Local Fund Board being of opinion that the shorter and cheaper line would be the best notwithstanding the number of zigzags.

5. The actual rise in the ghaut is 3,304 feet, and the gradient as nearly as possible an average of 1 in 19 for the lower nine miles, and 1 in 20 from there to the top, three miles.

6. The height has been taken by a very superior aneroid barometer lent me by Mr. Hannyngton, the readings of which have been checked against known heights and found as nearly correct as possible. That obtained from the Range Office turned out to be useless; it misled me so much, the readings giving upwards of 20 per cent. less than they should give. It seems to me that it would be well if these instruments, before being issued to Range Officers, were checked by some known height, and the height which a degree actually gives marked on the instrument. Had I a reliable instrument in this case much of my work, and that the hardest, would have been saved, as I would have been able to tell at once that to get below the cliffs round the point of Bugnon's spur, the trace would have to be so much longer that making a road round it would have been out of the question.

7. As Government may wish to have the bridle-path opened out so as to be available for traffic, I have forwarded herewith an estimate for removing rock on it, amounting to Rupees 6,160. Were this amount expended, the bridle-path would at once come into use. In its present state I do not think it is likely to be made any use of.

Proceedings of the Madras Government, Public Works Department,
15th February 1875.

No. 345. ORDER THEREON, 15th February 1875, No. 428.

CIVIL WORKS, No. 24.

His Excellency the Governor in Council sanctions an outlay of Rs. 6,200 from Provincial Funds in opening out the new trace of the ghaut between Yercaud and Salem as a bridle-path, and directs that the sum be provided in the Budget of 1875-76.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the District Engineer, Salem.
.. Controller of Public Works Accounts.

Ed. S. T. Austin.
Spare Copies



Salem 2nd December 1874.
From Captain A. Bailey
Executive Engineer
To The District Engineer,
Salem.

With reference to G.O. 12178/A
of the 3rd July 1874, I have the honor to
report for the information of Government
that so much of the Bridle Path for the
Shevaroy Hills Ghaut as could be made
without blasting has been opened.
2. Where it is impassable on account
Rock, paths have been cut to avoid it,
so Poney can therefore be taken up and
down without difficulty.
3. From the accompanying survey of
the trace, it will be seen that there are
16 zigzags on it, there was however no
alternative, but to use them or to take
a much longer or much more expensive
line.

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4. As you are aware, I traced another line down the Lake Valley which could have been worked out with either 3 or 5 zigzags according to the amount allowed for the Road, but as it would have been nearly 3 miles longer and more expensive, mile for mile than the line decided on; the Local Fund Board being of opinion that the shorter and cheaper line would be the best, notwithstanding the number of zigzags.

5. The actual rise in the ghat is 3,301 feet and the gradient, as nearly as possible, an average of 1 in 19 for the lower 9 miles, and 1 in 20 from there to the top 3 miles.

6. The height has been taken by a very superior Aneroid Barometer lent me by Mr. Hannington; the readings of which have been checked against known heights and found as nearly correct as possible. That obtained from the Range office, turned out to be useless, it misled me so much, the readings giving upwards of 20 per cent less than they should give. It seems

to me that it would be well if these instruments, before being issued to Range officers, were checked by some known height, and the height which a degree actually gives marked on the instrument. Had I a reliable instrument in this case, much of my work and that the hardest, would have been saved, as I would have been able to tell at once that to get below the cliffs round the point of Bagin's Spur, the trace would have to be so much longer that making a road round it would have been out of the question.

7. As Government may wish to have the Bridle Path opened out so as to be available for traffic, I have forwarded herewith an estimate for removing rock on it, amounting to Rupees 6160. Were this amount expended, the Bridle Path would at once come into use. In its present state, I do not think it is likely to be made any use of.

I have &c
(Signed) H. Bailey Captain
Executive Engineer

(True Copy)
J. Steelie Major, R.E.,
District Engineer

N^o 173 District Engr's Office,
Salem, 15th December 1874

To
The District Engineer,
Salem.

To
The Secretary to Government,
Public Works Department.

Sir, With reference to G. O. N^o 1784A dated 3rd July 1874, I have the honor to submit for the sanction of Government a survey and an estimate of Rs. 6190 for removing rock on the Bridle Path for the Shevaroy Hills Ghat, together with a copy of a letter from Captain H. Bailey, Executive Engineer, reporting that so much of it, as could be made without blasting, has been opened.

Enclosures 3.
1 Survey,
1 Estimate,
1 Copy of a letter.

I have the honor to be,
Sir,
Your most Obedt. Servant.

J. W. Skidmore Major R.E.
District Engineer

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PUBLIC WORKS.

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