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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	782-783	Press	<i>Original</i>
B.P. No.		Mis.	
Dated	19-3-	18-25	
		195	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
19th March 1875.*

No 503. Read the following Proceedings of the Madras Government in the Financial Department, dated 3rd March 1875, No. 477 —

Proceedings of the Board of Revenue, dated 10th February 1875, No. 397.

Read the following letter from J. R. COCKERELL, Esq., President of the Local Fund Board, Nilgiris, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Ootacamund, 6th January 1875, No. 1.

GOVERNMENT Order, Financial Department, dated 13th May 1874, No. 892, forwards to me, as President of the Nilgiri Local Fund Circle, a communication to the Government, from the Chief Commissioner of Mysore, conveying a memorandum from the Chief Engineer of the province stating that the Seegur Ghaut is in a terrible condition. The Government desire that steps be taken to put the ghaut in order, or that cause be shown to the contrary.

2. I had the honor to report on the ghaut in my letter in G. O., Financial Department, 4th June 1873, No. 788. I stated that the maintenance allowance was only 110 Rupees per mile, and that the ghaut was in as good repair as the old Coonoor Ghaut.

3. Captain Morant wrote of the ghaut in June last as follows:—

	Miles.
"From Ootacamund to the top of the Seegur Ghaut in good order ...	5
One half of the ghaut in broken portions in bad order, but now being attended to ...	3½
One half of the ghaut in very fair order ...	3½
From Seegur to Mahanulla in indifferent order, but coolies are now at work repairing it ...	3
From Mahanulla to Musnacovil in good order ...	3
From Musnacovil to Teppacadoo, 1½ miles in good order, 1½ miles in very fair order, and 1½ miles in indifferent order. This latter portion is now being attended to ...	4½
From Teppacadoo to Hickanulla in good order " ...	3½
Total ...	26

"Speaking generally the twenty-six miles may be thus divided:—

In good order ...	13
In very fair order ...	6
In indifferent order ...	4½
In bad order ...	3½
Total ...	26

"So that only about one-third of the whole distance can reasonably be complained of, and only about one-sixth at all bears the description of the Chief Engineer of Mysore."

Rs. "During the last three years no less than Rupees 8,333, as per margin, have been expended on the road."

Cold Stream Bridge rebuilt ...	5,253
Seegur Bridge underpinned ...	1,304
Mahanulla Bridge superstructure restored	1,716

4. Captain Morant further stated that the maintenance allowance had always been spent on the road.

*Proceedings of the Madras Government, Public Works Department,
19th March 1875.*

5. I went over part of the road the other day and thought it in fair order. The maintenance allowance is small for a road of such steep gradient.

6. The Local Fund Board passed the following resolution on the road at a meeting held on the 29th June last:—

“Read the following papers:—

“Government Order, 13th May 1874, No. 832, communicating letter from the Mysore authorities in view to the Nilgiri Local Fund Board taking steps for putting the Seegur Ghaut Road in order or to show cause to the contrary.

“Letter from the District Engineer reporting on the present condition of the above ghaut.

“Letter from the same officer submitting an estimate of Rupees 1,550 for the entire reconstruction of the timber bridge near Teppacadoo.

“The Board consider that the road should be abandoned as a cart road from the 5th milestone at the top of the ghaut to Teppacadoo, keeping up this section as a bridle-path with the view of diverting all the wheel traffic to the Goodaloor Ghaut. The Board would continue the present mileage to the top of the ghaut, viz., Rs 110, the mileage for the remaining 18 miles they would fix at Rs. 55.

“Under these circumstances, the Board would suggest that the section between Hickanulla and Teppacadoo, which is in Malabar, and for the up-keep of which the Malabar Circle contribute Rupees 330, should be handed over to the Malabar Circle. It will then rest with that Circle to provide funds for the reconstruction of the small Teppacadoo timber bridge.

“This arrangement would be only fair, as the bridge in question lies outside the Nilgiri District, and the traffic across it chiefly appertains to the Wynad; and as regards repairs the arrangement would be better than the present, as an Overseer resides at Goodaloor, only 11 miles distant.

“The Board would increase the mileage on the Neddiruttum Road by the amount thus saved on the Seegur Road.”

And the following resolution at their Meeting held on the 27th July:—

“Referring to the resolution of last meeting regarding the Seegur Road, the Board resolve, on reconsideration of the matter on the representation of Mr. F. Groves, who is especially qualified to speak as to the requirements of the northern tract of the district, to retain the road to Teppacadoo for cart traffic only without however increasing the mileage as proposed by the District Engineer. They consider it out of the question to think of making the road suitable for the passage of vehicles on springs. As regards the timber bridge near Teppacadoo, they resolve to request the President to address the President of the Malabar Circle, soliciting that Board to grant the necessary funds and to take over the road as proposed in the previous resolution.”

7. The President of the Local Fund Board of Malabar forwarded me the following resolution of the Board passed on the 21st November last:—

“Read letter No. 27, dated 7th August 1874, from the President of the Nilgiri Local Fund Board, regarding the proposed transfer of the Hickanulla and Teppacadoo Road to this Circle.

“The Board are prepared to undertake the road provided that it is handed over in good order, or should the Nilgiri Circle Board prefer it, an assignment of half the tolls on the Seegur Ghaut be made towards its repair and maintenance.”

*Proceedings of the Madras Government, Public Works Department,
19th March 1875.*

8. The bridge near Teppacadoo, referred to by the Chief Engineer of Mysore, has been put in passable condition.

SUBMITTED to Government with reference to G. O., Financial Department, dated 13th May 1874, No. 832.

2. There seems to have been no neglect on the part of the Nilgiri Local Fund Board with respect to the Seegur Ghaut Road, and the description given of it by the Chief Engineer of Mysore is contradicted by Captain Morant's report.

(A true Copy and Extract.)

(Signed) H. E. STOKES,
Acting Secretary.

TRANSFERRED to the Public Works Department.

(True Extract)

(Signed) J. STURROCK,
Acting Under Secretary,
for Chief Secretary.

No. 504.

ORDER THEREON, 19th March 1875, No. 782.

CIVIL WORKS, No. 25.

ORDERED to be communicated to the Chief Commissioner of Mysore

2. It is remarked as very unsatisfactory that a reference as to the state of a ghaut road in the month of April 1874, made early in the following month, should not have been disposed of by the President of the Nilgiri Local Fund Board till January 1875.

(Here enter No. 783, dated 19th March 1875)

(True Extract)

Colonel, R.E.,
Secretary to Government.

To the District Engineer, Nilgcherries

Exd. S T Austan

4 pare Copies

PUBLIC WORKS DEPARTMENT,
FORT ST GEORGE, 19th March 1875.

No 505

No. 783.

FROM

COLONEL G. W. WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department,

To

THE CHIEF COMMISSIONER OF MYSORE.

CIVIL WORKS, No. 26

SIR,—In forwarding the accompanying copy of Proceedings of the Revenue Board giving cover to a report on the subject of Colonel Sankey's letter, No 739, of 16th April 1874, I am directed to express the regret of His Excellency the Governor in Council that it has taken so long a time to dispose of the complaint made by the Chief Engineer of Mysore on the condition of the Mysore-Nilgiri Road

2 You will observe, I am instructed to say, that the District Engineer, Nilgiris, admits that one half the Seegur Ghaut was in bad order as described, and $4\frac{1}{2}$ out of the 19 miles of road in indifferent order. The entire maintenance allowance had, however, been laid out, and considerable sums expended on bridge work for some years past. The Local Fund Board had apparently at one time determined to abandon the line as a cart road, but had under local pressure reconsidered that decision. Under these circumstances it may be hoped that there will not be in future much ground for complaint against the state of the road and ghaut for traffic of country carts. But the road was never fitted for transit of other vehicles, and carriages on springs should take the line by Goodaloor Ghaut.

I have the honor to be,

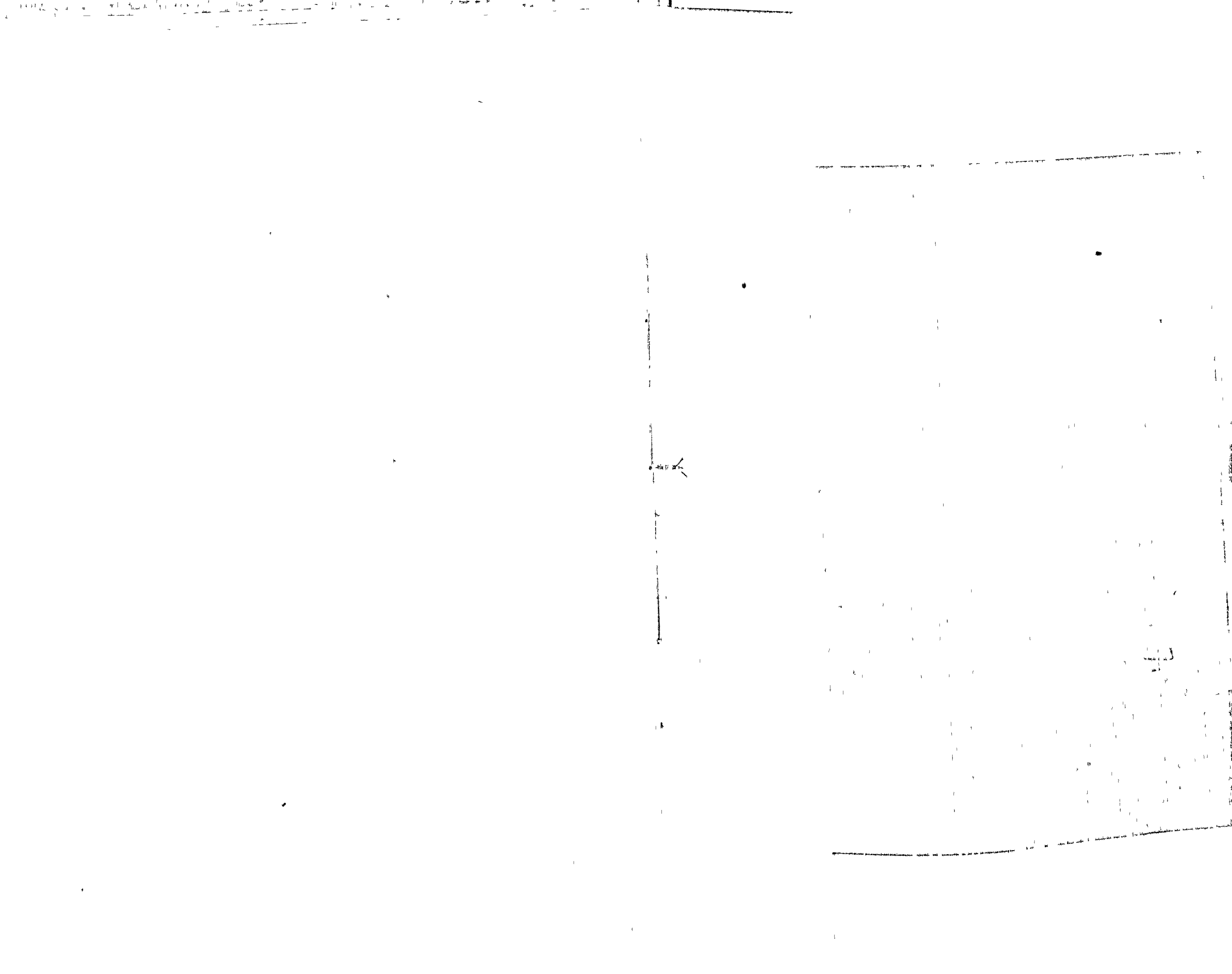
Sir,

Your most obedient servant,

Colonel, R E,
Secretary to Government.

Exd S T Austin

Spare Copies



PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the

Read the following —

P. W. 1875, Oct 11
No. 1425.

Pro. of the Madras
Saut. Financial D.

Dated 3rd } Secy
Recd 4th }

No. 477.

Transferring Proceed-
ings of the B^d of Revenue
submitting a letter from
the President of the Local
Fund Board Nilgerry
D^y reporting that the
Seegar Ghaut Road
is on the whole in good
order — G.O. No. 782.14-375

G.O. No. 747-5 mis
" 23 20/73 = 150 mis.

No. 103

68-3-75

Proceedings of the
Board of Revenue } R.O. No. 397 dated 19th Feb
thru the Financial Dept. } 1875.

Ordered to be com-
municated to the Chief
Commissioner of Mysore.

It is, remarked as
very unsatisfactory that
a reference as to the state
of a Ghaut Road in the
month of April 1875
made early in the follow-
ing month should not
have been disposed of
by the President of the
Nilgerry Local Fund
Board.

Board till January 1875.

(H.C. No. dated)

The District Eng^r Neilgherry
Doff. 22-3-75.

To
The Chief Commissioner
Mysore

Sir,

In forwarding the
accompanying copy of
Proceedings of the Revenue
Board giving cover to a
Report on the subject of
Colonel Sankey's letter
No. 739 of 10th April 1874,
I am directed to ex-
press the regret of
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in Council that it has
taken so long a time
to dispose of the com-
plaint made by the
Chief

Chief Engineer of Mysore
on the condition of the
Mysore Nilgherry Road.

You will observe,
I am instructed to say, that
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Under these circumstances
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there will not be in
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for complaint against
the state of the Road
and Ghaut for traffic
of country carts. But
the road was never
fitted for transit of
other vehicles; and
carriages on springs
should take the line
by Girdatour Ghaut.

G.M.W.

Copy 22-3-75 with a
Copy 20.9.95 dated
1st June 1894

20-503/5

PUBLIC WORKS.

Art. 8. Exposition
Nationale

C. (1944)

2021

Recd.

U. S. A. 7/1/41 No. 783

File 65-574

[Handwritten signature]

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2.7.3. *Leptocarpus* - that which
the *Leptocarpus* is good

is on the point of being
repealed to be comm. B.

to the Chief Justice of the

on the ocean near Boston

...the distance ...
...the distance ...

The first of the day
 was a very good one.

11. The following information was obtained from the records of the Department of the Interior, Bureau of Land Management, regarding the land owned by the United States in the State of California: