Public Works (1899) Department.

√ G.O., No. 210 W

DATED 23rd Jan. '99

4/1/99

[Despatch Abstract.]

The Shevaroys Ghaut Road

Communicating to the Shevaroy Planters' Association, the Collector of Salem, the Salem Dt Board, certain notes by the Chief Engineer of the Madras Ry Company regarding the rd, for consideration & opinion & requesting the Dt Board & the Planters to state what contributions they are prepared to make towards the construction of a cart road.

10

~~F~~ 7th / 13

[P. W. 26. / 1,000—12-2-98.]

Indexed: 24/1

BACK PAPERS.

	No.	Department.	Date.	G.O.	No.	Department.	Date.
							A

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Public works (1899) Dept

G.O. No. 210, W

Dated 23.1.1899

BUILDINGS AND ROADS.
CIVIL WORKS.

Government (1899) of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*
Regd. *Spare copies*

G.O., No. 210 W., 23rd January 1899.

JANUARY.

The Shevaroys Ghaut Road

Communicating to the Shevaroy Planters' Association, the Collector of Salem, the Salem District Board, and the Madras Railway Company certain notes by the Chief Engineer regarding the — for consideration and opinion, and requesting the District Board and the Planters to state what contributions they are prepared to make towards the construction of a cart-road.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers :—

Note by the Chief Engineer, Public Works Department, on Yercaud ghaut roads.

1. The question of improving the means of communication between the Shevaroy Hills and the plains has been under the consideration of Government, off and on, for the past 37 years. The following is a summary of the various investigations which have taken place.

2. *The Atur ghaut road.*—In 1861 several gentlemen interested in the Shevaroy Hills subscribed Rs. 800 and got Major Hunter, a resident on the hills, to cut a trace for a bridle-path from the Atur railway * bridge to the top of the hills. At the planters' request the trace was examined by the District Engineer, Salem, Captain Gahagan, in view to its being made into a road suited for horse and bullock traffic. Captain Gahagan considered the trace faulty, and pointed out a better trace. A grant of Rs. 800 was given to Major Hunter to improve his bridle-path, and Captain Gahagan was directed to proceed with the trace suggested by him. This trace was completed, but as further grants were applied for, Government deputed Lieutenant-Colonel J. Ouchterlony to report on the two traces submitted by Major Hunter and by Captain Gahagan. That officer strongly recommended Major Hunter's trace in preference to Captain Gahagan's, and grants ultimately aggregating Rs. 12,550 were made to Major Hunter to make his bridle-path into a 12-foot road from the foot of the hills to Taylor's saddle on the top of the hills, and to make also a similar road from Taylor's saddle to Nagalur. In April 1864 Major Shaw Stewart and Mr. Pinson, a Railway Engineer, were deputed by Government to report on Major Hunter's work. These officers condemned the work done in strong terms, and Major Hunter was called on to complete the road in accordance with the terms of his contract. The road was ultimately opened for traffic and transferred to the charge of the Public Works Department in 1865.

3. *Cart-road to Yercaud—Captain Bailey's trace.*—In 1873 the Local Fund Board, Salem, submitted a trace of a cart-road to Yercaud. Government in July 1874 deputed Captain Bailey of the Public Works Department to complete the trace and open a bridle-path. Captain Bailey submitted a report and Rs. 6,200 were sanctioned from Provincial funds for opening a bridle-path. The Local Fund Board having discovered that the project would cost a lakh and a half resolved to drop it.

4. *Cart-road to Yercaud as a famine-relief work.*—In 1877 the Collector recommended the construction of a cart-road to Yercaud as a famine-relief work, but the proposal was negatived by Government.

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* Near Kadiampatti railway station.

5. *Revival of the question in 1883—Trace by Messrs. Clerk and Mackenzie.*—In 1883 the planters in an address presented to Sir M. E. Grant Duff, the late Governor, revived the question. The Local Fund Board promised a contribution of Rs. 34,000 on certain conditions, and Rs. 4,000 were subscribed by the planters. An estimate of Rs. 2,44,200 was prepared on surveys begun by Mr. H. E. Clerk and completed by Mr. A. T. Mackenzie. The trace followed was that adopted by Captain Bailey. Owing, however, to financial considerations, Government decided in G.O., No. 1515 W., dated 6th June 1887, to postpone the project.

6. *Wire ropeway to Yercaud.*—At the request of the Planters' Association a line for a wire ropeway, which the planters proposed to purchase from the Periyár, was sent to them in July 1896. Nothing further was heard about the matter, and it is understood the wire ropeway was found unsuitable.

7. *The ghaut road now proposed.*—In a note dated 22nd August 1896, His Excellency the Governor directed that the estimate prepared in 1887 be revised, and it was accordingly sent to the Superintending Engineer for the purpose. The Superintending Engineer submitted the estimate reduced to Rs. 2,00,000 but condemned the trace and considered that another sketched by Mr. O'Connell should be surveyed and estimated for. G.O., No. 3191 W., dated 3rd November 1896, directed that this alternative trace be at once surveyed and estimated for.

8. I went to the Shevaroys in August last to endeavour to settle this vexed question. I inspected all the various lines that have been proposed for a ghaut road with the following result :—

(*a*) *O'Connell's trace above described.*—This starts from near the foot of the present bridle-path from Salem, and traverses, for half its length, much the same country as the bridle-path. It then trends away eastwards and enters Yercaud through Mr. Gompertz's property. Its length is about 13 miles and the estimate, as prepared for my inspection, amounted to over 6 lakhs! I inspected the upper half of the trace and found that it went through exceedingly difficult country, the ground being strewn with huge boulders and very steep, and no water obtainable anywhere, either for construction or maintenance. I was assured that the lower half of the ghaut was equally unfavourable in many places. The estimate had been prepared in a very unintelligent and extravagant manner, and although I knew that it could be greatly reduced, I was so unfavourably impressed with the difficult nature of the country and the absence of water (a *sine quâ non* in road making) that I decided that some other line must be found.

(*b*) *Atur ghaut.*—This is the ghaut referred to in paragraph 2 above. It runs north-westwards down to Kadiampatti station, and is 11 miles long, of which I inspected 7. It is an excellent bridle-path and in good order. There is abundance of water, but the valley down which it runs is so narrow and so precipitous that it would be impossible to a make a cart-road down it without an enormous number of zigzags and very heavy expenditure. The station to which it runs is also in a very feverish, unhealthy locality. I had, reluctantly, to abandon this line.

(*c*) *Mallápuram ghaut.*—This runs due north from Yercaud to Mallápuram station on the Madras Railway. It was the original line proposed for a road, so much so that the railway company built a larger station than was otherwise necessary to serve as a terminus, and that portion of the road on the flat a distance of about 9 miles was constructed and bridge in 1857, and is said to be in good order now, except that the planking of the bridges has disappeared. I inspected the first 9½ miles from Yercaud, of which I drove 7½ miles and walked 2, to the head of the zigzags. The road is rough in places, and wants some regrading and boulders removing. The zigzags or ghaut proper are only about 3 miles long and in very easy country, presenting no difficulty. It would, therefore, be easy to make a road on this line, at a cost of not more than 1½ lakhs, and in fact when His Excellency visited Yercaud in 1896, the planters asked for this ghaut in *addition* to the one to Salem. It would benefit the planters about Nagalur, but would be of little use to the residents of Yercaud, who would seldom use a road, 25 miles long to the railway, in preference to the existing

9

road to Salem and Súramangalam consisting of 7 miles of bridle-path and 7 miles of cart-road. In view of the fact, however, that all other lines are so expensive, I propose to have this one investigated.

(d) *Bailey's ghaut.*—This is referred to in paragraphs 3, 4, 5 and 7 above. It is also called Pennycuick's ghaut. I could not discover why, it runs southwards to Salem and its foot adjoins the commencement of the existing bridle-path. I inspected it from head to foot. The upper 5 miles are easy enough. Then come 17 zigzags crossing and re-crossing a stream which falls precipitously through a narrow valley. The crossings are easy, but the intervening ground is very steep and rocky in places, and continues so below the zigzags. The country is, in fact, very little better than that traversed by O'Connell's trace, and a road could certainly not be constructed through it for the 2 lakhs last estimated (*vide* paragraph 7). Nor do I think it could be done for the Rs. 2,44,200, first estimated (*vide* paragraph 5). It might possibly be so for 3 lakhs, but I am not very sanguine ~~crew~~ even of this, ~~one~~ good feature of this trace is that water was present, in small quantities sufficient, with careful storage for construction and maintenance. 0

On reaching the foot of this ghaut I was so disappointed with it, that I ordered the estimate for O'Connell's trace to be revised, in the hope of being able to construct a road thereon for less money than on Bailey's trace. This revised estimate has now been received, and will be referred to further on.

(e) *Mungivadi ghaut.*—This was proposed to be ~~by~~ me Mr. Nicholson, a planter, the day before I left Yercaud. I could not inspect it myself, so asked the Superintending Engineer to do so, and the results of his inspection will be found in his notes flagged A. He estimates its length from the railway * station as 31 miles, and condemns it on this account. He estimates its cost at 2 lakhs, so it would be comparatively cheap, and it would serve several villages and estates, but would be useless for the residents of Yercaud, and for the planters of Nagalur. I consider that its length condemns it.

9. It will be seen from the above that the question of the best route for a cart-road to Yercaud is not an easy one to decide. The population of the Shevaroys is made up of residents in Yercaud, and planters who live there, and in the neighbourhood and at Nagalur 5 miles away to the northward. I ascertained from the Tahsildar that the total area at present under coffee is 5,323 acres, and the additional area taken up for planting but not yet planted is 6,051 acres, or a total probable ultimate area of 11,374 acres. There are 68 villages in the hills and the population of Yercaud at the last census was 1,365. I do not know what the total population that would be served by a road amounts to.

10. I consulted several planters and residents on the subject of this road, but could find very little unanimity amongst them. In fact there seemed to be a certain amount of indifference as to whether the road was constructed or not. These hills are already exceptionally well served in the matter of bridle-paths, having 3 excellent ones, and others that are passable. They are therefore in a better position at present than any planting district in the Presidency except the Nilgiris and Wynaad. Supplies come up weekly from Salem on pack-bullocks and coolies heads at reasonable rates. Travellers come up in chairs, or riding, or walking the length of bridle-path being a short 7 miles, and, very probably, would continue to do so even if a cart-road was made. There is no doubt that a cart-road is wanted for the carriage of building materials, grain for estate coolies, manure, &c., up and produce down, but more than one planter told me that he could get what he wanted, both ways, as cheaply by pack-bullocks as by carts. They were undoubtedly wrong, but the mere statement shows that the desire for a road is not a very strong one, and in spite of a strong desire to increase and improve the communications of the country I hesitate to advise Government to spend so large a sum as 3 lakhs on this project.

11. The estimate for O'Connell's trace, revised according to my instructions, has now come in, and amounts to Rs. 3,32,000, but the Superintending Engineer, for reasons given in his No. 610/W. of 25th November 1898, considers that it cannot be done for less than 4 lakhs, and I agree with him.

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* Súramangalam (Salem).

12. The case may therefore be summed up as follows:—

(1) The Shevaroys are well supplied with bridle-paths, and there is no urgent need for a cart-road, which, however, Government is more or less under a promise to construct.

(2) No cart-road will benefit, or be used by, any but a section of the community on the Shevaroys which does not connect Yercaud as directly as possible with Salem and its railway station.

(3) The minimum cost of such a connection is 3 lakhs (Bailey's ghaut).

(4) A cart-road can be made from Yercaud to Mallápuram station 25 miles long, for half the above sum. It would benefit planters in the neighbourhood of Nagalur, but would probably seldom be used by Yercaud residents, and it is doubtful whether planters, other than those round Nagalur, would use it to any great extent.

13. In conclusion if Government is prepared to spend the money, I recommend that a cart-road be made up Bailey's ghaut at a cost of 3 lakhs, and that a lakh be provided for the work in next year's budget. Otherwise, the Shevaroys Planters' Association may be asked if they are prepared to accept the Mallápuram or Mungivadi ghauts as a final solution of the question, and a fulfilment of the promise of Government to give them a cart-road. 11

3rd December 1898.

(Signed) W. B. deWINTON,
Chief Engineer.

Extract from note by the Chief Engineer, Public Works Department, on Shevaroys Ghaut Road.

Since writing my note on the above, dated 3rd instant, I have had an opportunity on 10th instant, on my return from attending the Bhaváni Reservoir Geological Committee, of inspecting the Mallápuram railway station, and the lower half of the Mallápuram ghaut.

2. The station is a large one with two big waiting rooms, an extensive station yard, and a forest rest-house within ¼ of a mile. The whole place is well suited for the terminus of a ghaut road, and the provision of additional furniture and of a refreshment bar is alone needed to make it very convenient for passengers to the hills.

3. I inspected 4½ of the 9 miles of road to the foot of the zigzags. The land was taken up, the road made, the bridges built, and even the mile and furlong stones erected in 1857, as stated in paragraph 8 (c) of my previous note. It has since been entirely neglected, with the result that the road surface has become gullied, and overgrown with jungle, the planking of the bridges has gone, and some of the masonry thereof needs repair. The road traverses an extremely easy country for road making; much money must have been spent on the bridging, the masonry work being still for the most part sound, and requiring very little expenditure to put it into good order, and there is an abundant supply of water at all times of the year for construction and maintenance. I was also informed by the Executive Engineer that on the upper 4½ miles of the road, which I had no time to see, much expensive revetment work has been done, which is still, as a rule, in excellent order.

4. Between the road on the plateau 9½ miles long, which only needs regrading and widening in places, and the 9 miles in the plains above referred to, there is only a length of 2½ miles, now traversed by a bridle-path, with a rise of about 1,000 feet to be overcome. The country is easy, with little or no rock, and a cart-road could be cheaply made with a gradient of 1 in 18 and a length of not more than 3½ miles, so that the total distance from the railway to Yercaud by the Mallápuram route would be 22 miles, as compared with 19, or possibly 20, miles by Bailey's trace on the south (or Salem side). The Mallápuram road would enter the planting district at 11

miles from the railway and would serve several estates before reaching Yercaud, the Salem road would enter it at about 16 miles from the railway and would only serve one estate until it reached Yercaud.

5. The Executive Engineer, Salem division, estimates the cost of the Mallápuram road at $1\frac{1}{4}$ lakhs. I prefer to put it at $1\frac{1}{2}$ lakhs as stated in my former note, while Bailey's ghaut from Salem side will cost not less than 3 lakhs.

6. From an engineering point of view there is no comparison between the two roads. Bailey's ghaut will always be a bad road, difficult and expensive to make, and almost impossible to maintain, because of the numerous zigzags necessary, and the almost complete absence of water. It may cost much more than the estimate. The Mallápuram ghaut will be the easiest in the country, easy to make and maintain because the zigzags will be very few and water-supply is ample.

7. From other points of view the Mallápuram ghât possesses several advantages:

(1) It will be very easy for animals, while Bailey's ghaut will be very hard on them.

(2) It enters the planting district much sooner than Bailey's ghaut, and its improvement includes the improvement of the main road on the plateau between Yercaud, Nagalur and the head of the ghaut.

(3) It will traverse before reaching Yercaud what I believe to be the healthiest and most promising portion of the Shevaroys, superior in every respect to Yercaud itself, which has little to recommend it, and it will pass *en route* a number of estates, whereas Bailey's ghaut comes up a precipitous valley and only traverses one estate before reaching Yercaud.

(4) The road will pass through the most beautiful scenery on the Shevaroys, and be in itself an attraction to visitors.

8. It will be seen from page 45 of the accompanying copy of addresses presented to His Excellency on his first tour, that the Shevaroy Planters' Association asked for Bailey's ghaut *and* the Mallápuram ghaut for reasons therein given. It is impossible to expect unanimity on the part of Shevaroy planters, but I have a strong belief that if they get the Mallápuram ghaut the large majority of them will be satisfied and as it is so *infinitely* superior from an engineering point of view, and so much money has already been spent on it by Government, which will all be wasted if the road is not utilised, I confidently recommend its adoption as the best solution of the difficulty. The residents of Yercaud may not use it much, although I believe that even they will do so in time, when they discover what a good road it is, while visitors, from Madras and Bangalore side at any rate, are certain to use it.

* * * * *

(Signed) W. B. deWINTON,
Chief Engineer.

15th December 1898.

ORDER—No. 210 W., dated 23rd January 1899.

In the notes read above the Chief Engineer describes the various investigations that have been carried out from time to time with a view to providing the Shevaroy Hills with a cart-road, and gives the result of the inspections made by him towards a solution of this much discussed question. Before arriving at a final decision in the matter, His Excellency in Council would be glad to know the wishes and opinions of the parties most interested in the work. These papers will therefore be communicated to the Shevaroy Planters' Association, the Collector of Salem, the Salem District Board, and the Madras Railway Company for consideration and opinion as to the best route to be adopted.

2. It is observed that in 1884 the Salem District Board promised a grant of Rs. 34,000 towards the construction of a cart-road, and the planters on the Shevaroy Hills were also willing to contribute. His Excellency the Governor in Council expects the co-operation of these bodies in the undertaking, and they will accordingly be requested to state what contributions they are prepared to make towards the construction of a cart-road.

(True Extract.)

Under Secy. to Government.

To the Honorary Secretary, Shevaroy Planters' Association.
,, Revenue Department.
,, Local and Municipal Department.
,, Consulting Engineer for Railways.
,, Superintending Engineer, IV Circle.

Exd. P. Seetharam.

P.W. DEPARTMENT.

READ the following :—

Note by the Chief Engr., P.W.D. d/ 3.12.98.
~~Extract from~~ Do Do d/ 15-12-98
(Omit paras 8, 9 & 10)

ASSIST. SECY. TO GOVT. LOCAL MUNL. EDL. & LEG. DEPTS. 20 JAN. 1899

~~Circulated to~~

ORDER. No: 210 W. d/ 23-1-99

13 P

In the Notes read above the Chief Engineer describes the various investigations that have been carried out from time to time with a view to providing the Shevaroy Hills with a cart road, and gives the result of the inspections made by him towards a solution of this much discussed question. ~~In the opinion of His Excy. the Governor in Council, if a cart road is to be made, it should connect Yercaud with Salem and the end of the road-railway projected to connect Salem with the foot of the ghaut leading to Yercaud. But~~ Before arriving at

he Secy. to Govt., Rev. Dept. ✓
" " " L. & Mn. Dept. ✓
" Jt. Secy. " Ry. Branch. ✓
favour of counter-initials.

e for the Secretary
o objection in this Dept
Kh 20/1/99

PB

JW
W

P. W. 4
1,000—14-11-98.

at a final decision in the matter, H.E. in Council would be glad to ~~have~~ know the wishes & opinions of the parties most interested in the work. These papers will therefore be communicated to the Shevaroy Planters Association, the Collector of Salem, the Salem District Board, and the Madras Railway Company for consideration, and ~~for~~ opinion as to the best route to be adopted.

2. It is observed that in 1884 the Salem District Board promised a grant of Rs 34,000 towards the construction of a cart road, & the Planters on the Shevaroy Hills were also ~~prepared~~ willing to contribute. H.E. the Gov. in Council expects the co-operation of these bodies in the undertaking, & they will accordingly be requested to state what contributions they are prepared to make towards the construction of a cart road.

A.K. 12-1-99.

J.H.S. 21/1/99

Rw. Approved. 16.1.99.

21/1/99

13.1.98 7/1/99

To.

The Hony Secy., She[...]
Planters Asso[...]
" Revenue Dept.
" Local & Munl.
" Cons. Engr. for Ra[...]
" Supdg. Engr., IV Ci[...]

Received [illegible] 17-1-99 Recd 19.1.99

P.W. DEPARTMENT.

READ the following:—

Further Note by the Chief Engr., P.W.D., on the Shevaroys Ghat Road.

Flagged ✓

Circulated to

H.E. the Governor ✓
The Hon'ble Mr. Arundel ✓
The Hon'ble Mr. Winterbotham

FOR ORDERS.

15-12-98

The great drawback to the line is that it does not connect Salem & Yercaud. All coffee from the Estates going to Coimbatore or Calicut will have an extra 27 miles by ~~road~~ rail. So will all stores &c. ~~from~~ furniture, timber, chunam &c. from Salem. As there is only a small village at Malla~~puram~~ the road will be of no use to travellers until carts & tongas or both are provided; but by whom? Will the ghaut be used by travellers at all — will they not continue to go via Salem

In this Note, Mr. De Winton has pleaded strong for the Mallapuram and Nagalur Ghaut, and I think he has made out a good case. But, it would help us to understand the question if he would attach a rough but clear map, showing the ~~rout~~ various roads which have been suggested, i.e. Bailey have &c, the coffee estates and the Townships &c, (Yercaud, Nagalur &c), the possible Salem tramway, and the general lie and configuration of the Shevaroys. Meanwhile, the order in the linked file, for consulting the various bodies interested in the work, should be carried out.

A.E.H. 17.12.98

P. W. 43
500—14-11-98.

H.E. 15.12.98 Hms. 7.1.99 10.1.99.

on ponies or in chairs as at present. I cannot help fearing the 1½ lakh may be thrown away. I agree with H.E. that ~~the~~ the map is necessary & also that reference to local bodies should issue. I wd. ask ~~at~~ them what they are prepared to contribute — for we may be sure that if they are prepared to put any money at all into it, they will give Govt. their very best advice and opinion as to the line to be adopted.

N.A. 7.1.99.

I dont know the Shevaroy Hills & have nothing useful to add — H.S. — 7-1-99 —

Recd 11.1.99.

N.C.

N.C.

No other promise except H.E.'s speech can be traced.

210 W

Sir M.E. Grant Duff's reply (Flag C) has been looked up, but he did not make any definite promise.

× Flag H.

It was in G.O.$^{\times}$ 2129 W d/ 10.9.80 that Govt. first decided not to lay out any more Provincial money on the Yercaud ghat; & the L.F. Bd. were asked whether they would take over the work as it stood for prosecution or otherwise.

Flag B

G.O. 2662$^{\#}$ W d/ 22.11.80 ~~was~~ contains the Boards' reply in which they stated that they were willing to contribute a portion of the cost provided Govt. & the Planters contributed largely (Flag B)

Next comes the Shevaroy Planters' address to Sir M.E. Grant-Duff where they promised to give a "sub:-stantial contribution" (Flag C)

In the G.O. on Sir M.E. Grant Duff's Tour Minute the President, L.F. Bd, was asked to state whether the Bd. were prepared to aid in the construction of the Ghat road & to what extent. Govt. then promised a grant from Provincial funds.

G.O. 2858 W / 11.10.83 Flag K

The Board promised a contribution of one third of the estimated cost of the road viz Rs 34,000, & in G.O. No. 866 W d/× 31.3.84 Govt. stated that if the planters & residents contributed an equal sum, an officer would be deputed to make an estimate of the cost in detail. It would then be stated how much would be contributed from Provl. funds.

× Flag J

The Planters however only subscribed Rs 4,000 & a reliable estimate for the road having been called for, it was found that it would cost Rs 2,44,200. In G.O. No. 1515 W# d/ 6.6.84. Govt. decided to postpone the project owing to financial considerations (Flag 2)

Flag 2.

There are all the references to the District Board & Planters contributing.

The original intention of Govt. was evidently to open out a cart road from Provl. funds ~~itself~~ please see para 4 of G.O. No. 2153× d/ 21.11.61. It was only in 1880 that the question of the District Board helping cropped up. There is no direct promise that Govt. would construct the road, but that Govt. intended doing so is more or less implied from the various surveys & investigations carried out since 1861.

× Flag S.

RWL
14.12.98.

Yes.
R.S.H
17.12.98

16.12.98

210 W

P.W. DEPARTMENT. 2

C. No. 7766

SUBJECT.

Note by C.S. on Yercaud Ghaut Roads.

HIS EXCELLENCY THE GOVERNOR.

THE HON'BLE ~~SIR HENRY BLISS, K.C.I.E.~~ Mr. Arundel

THE HON'BLE MR. ~~GROSE, C.I.E.~~ Winterbotham

FOR ORDERS.

L Bell

3.12.98

This is a very good and exhaustive Note. If a cart. road is to be made, it should, in my opinion, connect Yercaud with Salem and the end of the road-railway, projected to connect Salem with the foot of the Ghaut leading to Yercaud. Personally, I think therefore, that either O'Connell's trace or Bailey's trace should be chosen. But, I should be inclined to attach much weight to the wishes and opinions of the parties most interested in the work. I accept, therefore, Mr. de Winton's proposal that the Shevaroy Planters' Association should be consulted. In addition to the Shevaroy P.A., I should include

WE. 3.12.98 [P. W. 43. / 500—27-1-98.] M. 7.12.98 R 10.12.98

trace

ry these to be consulted, the
Salem, the Salem Dist. Board
Madras Railway. Mr. De
Note should be formed into a G.O.,
ld be sent to the above-mentioned
ies, for their consideration and
ion as to the best route to be adopted.

A.G.H
6.12.98

I agree with H.E. but think that when the ref. is made the Planters Assn. & the Dt. Bd. should be asked what contributions they are prepared to make towards the road. The C.E. says "Govt. is more or less under a promise to construct" the road. I do not find any unconditional promise quoted in the summary of corresp. The coopern. of the L. F. Bd & of the Planters seems to be understood.

M.A. 7.12.98

I concur
H.S.
9-12-98.

Précis of the
correspondence
relating to the Yercaud
ghat-roads.

P. W. D.

The question of improving the means of communication between the Shevaroy Hills & the plains has been under the consideration of Govt., off and on, for the past 37 years. As far back as Oct. 1861 the late Mr. J. B. Norton, a former Advocate General, and other gentlemen interested in these Hills brought to the notice of Govt. the disadvantages of the two existing routes, one by Mullapuram & the other by Salem. They subscribed Rs 800 among themselves & obtained the services of Major Hunter, a resident on the Hills, to cut a trace for a bridle path from the Attoor Railway bridge to the top of the Hills, & requested Govt. for a report from the P. W. D. as to the feasibility of constructing a road suited for horse & bullock traffic, with wooden platform bridges, from Attoor to Yercaud. The District Engineer, Salem, Capt. Gahagan, pronounced Major Hunter's trace faulty but recommended that a grant of Rs 800 be made to improve it until a better trace had been made on a line pointed out by him for which he applied for a grant of Rs 400. Govt. in G.O. 2153 of 21.11.61 sanctioned the grants applied for & directed Capt. Gahagan to proceed at once with the trace suggested by him.

The grant of Rs 800 made for improvement of the bridle path was in G.O. 2302 of 13.12.61 transferred to Major Hunter for expenditure under his directions.

In G.O. 156 of 24.3.62 a grant of Rs 1500 was made to the Madras Railway Co. for constructing one mile of road from the Ahtoor Railway Station to the foot of the Hills.

In May 1862 it was reported that the preliminary trace which was carried out partly by Capt. Gahagan & partly by Mr. Norfor had been completed at a cost of Rs 555-8-2 or Rs 155-8-2 in excess of the grant; and that with the sum of Rs 800 which had been transferred to Major Hunter, that gentleman had made the most of the funds placed at his disposal, but that much still remained to be accomplished in the way of improvements "before this track can safely be pronounced fit for traffic". Capt. Gahagan accordingly recommended that Rs 3,130, which had been withdrawn from two bridges on the line from Malapuram to Yercaud, be placed at Major Hunter's disposal for completing that officer's track.

As Capt. Gahagan had previously pronounced this bridle path to be "injudiciously traced" Govt. declined to make the grant applied for but called for on the District Engineer to submit a sketch showing his own trace on the Ahtoor Ghat & that traced by Major Hunter & to supply other data relating to them.

In G.O. 1349 of 7.7.62 Govt.

requested Lt. Col. J. Ouchterlony to proceed without delay to the Shevaroys & report on the two traces proposed on the Ahtoor Ghaut.

On the 12th July 62 Col. Ouchterlony submitted his report on "Major Hunter's Ghat"; & on the line suggested by Capt. Gahagan with a view to the formation of a new road in substitution of the former. Col. Ouchterlony earnestly recommended Govt. to adopt the former in preference to the latter and to grant to the planters who originated it the full amount of subsidy for which they applied viz Rs 5000, to improve it by turning it into a roadway 6 feet wide with a gradient of one in nine. On this Govt. in G.O. 1752 d/ 21.7.62 granted authority for the adoption of Major Hunter's track & ~~for~~ Rs 5000 was placed at the disposal of that officer for the improvement of the same.

In G.O. 164 d/ 16.4.63 it was observed that the Madras Railway Co. had already constructed

a

a mile & half of good road from the Ahtoor Railway station towards the Hills, being half a mile more than originally contemplated, & the construction of the remaining unmade portion of 1½ mile to the foot of the Ahtoor Ghat at a cost of Rs 4000 was ordered.

In G.O. 2420 d/ 10.10.62 a grant of Rs 250 was made to Major Hunter for cutting a bridle & pack animal trace from Taylor's saddle at the top of the Ahtoor Ghaut to Nagalore.

Mr. Norton on the 4th May 63 applied for a further grant of Rs 5000 to make the Ahtoor Ghat from Taylor's saddle to the foot, a 12 foot road, & for a further grant of Rs 1000 to make the trace from Taylor's saddle to Nagalore the same. As Capt. Gahagan reported that the money previously received by Major Hunter had been ~~judicid~~ judiciously & satisfactorily spent

Govt. (G.O. 1336 d/ 26.5.63) sanctioned the further grants applied for.

In G.O. 1105 d/ 18.4.64 Major Shaw Stewart & Mr. Pinson, a Railway Engineer, were deputed to report on the work done by Major Hunter & for which Rs 12,550 had been placed at his disposal.

These officers reported that the conditions of the contract were very far from being fulfilled. They condemned Major Hunter's work, & considered that Rs. 1300 represented more than the value of the work done on the Ahtoor ghaut & that on the Nagalore branch. the value of the work done would be over estimated at Rs 300, or a total of Rs 1600. Major Hunter's explanation was considered unsatisfactory, & Govt. held him to his agreement & he was called upon to state when the road as was contracted for would be completed & ready for inspection.

The road was ultimately opened for traffic & in G.O. 3666 d/ 23.12.64 an ~~an~~ annual maintenance allowance of Rs 1200 was sanctioned for it, & in G.O. 2642 d/ 9.9.65 it was transferred to the charge of the P.W.D.

In 1873 the Planters Association appear to have strongly advocated the opening out of a cart road to Yercaud, & a Mr. Duarme offered to the Salem L.F. Board to trace out the road under certain conditions. The L.F. Board rejected the offer, but evidently struck with the proposal directed the District Engineer to make a trace & estimate, allotting Rs 1500 for the purpose. The report on the proposal was submitted to Govt: who ordered in G.O. 1784 A d/ 3.7.74 that Capt Bailey be employed to complete the trace & open it as a bridle path.

Capt: Bailey submitted

a

survey & in G.O. 628 d/ 15.2.75 an outlay of Rs 6200 was sanctioned from Provincial funds for opening out the new trace of the ghat between Yercaud & Salem as a bridle path.

The work of construction a cart-road remained in abeyance till 1877 when the Collector recommended that it should be taken up as a famine relief work, but this was negatived by Govt in G.O. 695-A d/ 15.2.77.

The question of providing a good cart road to Yercaud was revived during the tour made by Sir M. E. Grant-Duff, the late Governor, in July 1883, & it was then promised in G.O. 2858 W d/ 11.10.83 that the propriety of making a grant-in-aid from Provincial funds would be considered if the Local Fund Board was prepared to assist in the work.

It was at one time expected that the planters would give a substantial contribution, but it was found that their subscription list had

reached

reached only the small figure of Rs 2505. The Local Fund Board then promised a contribution of Rs 34,000 "on the understanding that Govt. will provide from Provincial funds the balance required to complete the work, & will place the expenditure under a special officer whose salary should also be borne by Provincial funds, & whose services should be continued, if possible, up to the completion of the work."

In para 5 of G.O. 866 W d/ 31.3.84, it was stated that if in addition to the contribution of Rs 34,000 promised by the L.F. Board, the planters & residents would undertake to contribute an equal sum, Govt. would depute an officer to make an estimate of the cost of the road in detail & with that estimate before them, would consider what aid could be given from Provincial funds.

It was reported that only Rs4,000 had been subscribed by the planters; & in G.O. 769 W Dd 30.3.85 Govt. called for a reliable estimate of the cost of the proposed road. In April 1887 plans & estimates of the proposed road were submitted to Govt. The trace followed was that taken by Capt. Bailey in 1873. The surveys & information for the estimate were begun by Mr. H.E. Clark & completed by Mr. A.T. Mackenzie. The estimate amounted to Rs 2,44,200, but owing to financial considerations Govt. decided in G.O. No 1515 W Dd 6.6.87 to postpone the project.

Nothing further was done till 21st Octr 95 when the Hony. Secy. of the Shevaroys Planters Association stated that they wanted to purchase the wire ropeway at the Periyar & asked that an Engineer may be deputed to make a preliminary survey; and in G.O. 3285 W Dd 27.12.95 the Supdg. Engr., IV Circle, was directed to arrange to carry it out.

A plan of the proposed line for the wire ropeway was sent by the Ex. Engineer, Salem Division, to the Shevaroy Planters Association on 2nd July 96. Nothing further on the subject was heard, & it is understood that the proposed wire ropeway did not suit.

In a note Dd 22.8.96 H.E. the Governor directed that the estimate prepared in 1887 should be revised, & it was accordingly sent to the Supdg. Engr., IV Circle, for the purpose by Memo No. 3217C Dd 28.8.96.

The Supdg. Engr. submitted the estimate reduced to Rs 200,000 but condemned the trace & considered that another sketched by Mr. O'Connell should be surveyed and estimated for. G.O. No. 3191 W. D/ 3.11.96 directed that this alternative trace be at once surveyed + estimated for. In G.O. No. 3105-W D/ 8.11.97 an estimate of Rs 5,940 for surveying the trace was sanctioned.

~~Various traces have been examined for the proposed ghaut road, but Mr. O'Connell's line is considered to be the one that would prove most generally acceptable to the planters.~~

Rd:

Shevaroys Ghât Road.

Since writing my note on the above dated 3rd instant I have had an opportunity on 10th instant, on my return from attending the Bhavani Reservoir Geological Committee, of inspecting the Mallapuram Railway station, and the lower half of the Mallapuram ghat.

2. The station is a large one with two big waiting rooms, an extensive station yard, and a Forest Rest house within ¼ of a mile. The whole place is well suited for the terminus of a ghaut road, and the provision of additional furniture and of a refreshment bar is alone needed to make it very convenient for passengers to the hills.

3. I inspected 4½ of the 9 miles of road to the foot of the zigzags. The land was taken up, the road -- made, the bridges built, and even the mile and furlong stones erected in 1857, as stated in para 8(c) of my previous note. It has since been entirely neglected, with the result that the road surface has become gullied, and overgrown with jungle, the planking of the bridges has gone, and some of the masonry thereof

needs repair. The road traverses an extremely easy country for road making; much money must have been spent on the bridging, the masonry work being still for the most part sound, and requiring very little expenditure to put it into good order, and there is an abundant supply of water at all times of the year for construction and maintenance. I was also informed by the Executive Engineer that on the upper 4½ miles of the road, which I had no time to see, much expensive revetment work has been done, which is still, as a rule, in excellent order.

4. Between the road on the plateau 9½ miles long, which only needs regrading and widening in places, and the 9 miles in the plains above referred to, there is only a length of 2½ miles now traversed by a bridle path, with a rise of about 1000 feet to be overcome. The country is easy, with little or no rock, and a cart road could be cheaply made with a gradient of 1 in 18 and a length of not more than 3½ miles, so that the total distance from the railway to Yercaud by the Mallapuram route would be 22 miles, as compared with 19, or possibly 20, miles by Bailey's trace on the south. The Mallapuram road would enter the planting district at 11 miles from

x or Salem side

x would serve several estates before reaching Yercaud, from the railway the Salem road would enter it at about 16 miles

from the railway and would only serve 1 Estate until it reaches Yercaud.

5. The Executive Engineer, Salem Division, estimates the cost of the Mallapuram road at 1¼ lakhs. I prefer to put it at 1½ lakhs as stated in my former note, while Bailey's ghaut from Salem side will cost not less than 3 lakhs.

6. From an engineering point of view there is no comparison between the two roads. Bailey's ghaut will always be a bad road, difficult and expensive to make, and almost impossible to maintain, because of the numerous zigzags necessary, and the almost complete absence of water. It may cost much more than the estimate. The Mallapuram ghaut will be the easiest in the country, easy to make and maintain because the zigzags will be very few and water supply is ample.

7. From other points of view the Mallapuram ghaut possesses several advantages:-

(1) It will be very easy for animals, while Bailey's ghaut will be very hard on them.

(2) It enters the planting District much sooner than Bailey's ghaut, and its improvement includes the improvement of the main road

on the plateau between Yercaud, Nagalur and the head of the ghaut.

(3) It will traverse before reaching Yercaud what I believe to be the healthiest and most promising portion of the Shevaroys, superior in every respect to Yercaud itself, which has little to recommend it, and it will pass en route a number of estates, whereas Bailey's ghaut comes up a precipitous valley and only traverses one estate before reaching Yercaud.

(4) The road will pass through the most beautiful scenery on the Shevaroys, and be in itself an attraction to visitors.

8. It will be seen from page 45 of the accompanying copy of addresses presented to His Excellency on his first tour, that the Shevaroy Planters Association asked for Bailey's ghaut and the Mallapuram ghaut for reasons therein given. It is impossible to expect unanimity on the part of Shevaroy planters, but I have a strong belief that if they get the Mallapuram ghaut the large majority of them will be satisfied and as it is so infinitely superior from an engineering point of view, and so much money has already been spent on it by Government, which will all be wasted if the road is not utilised,

12 P

I confidently recommend its adoption as the best solution of the difficulty. The residents of Yercaud may not use it much, although I believe that even they will do so in time, when they discover what a good road it is, while visitors, from Madras and Bangalore side at any rate, are certain to use it.

9. I attach a series of letters on the subject extracted from the Madras Mail: the first of the series is missing.

10. With regard to the Hon. Mr. Arundel's remarks I invite attention to the attached note on the promises made by Government, and the share of cost by District Board and planters. I do not think it likely that we shall get any contribution worth talking about from the planters and it seems unnecessary to treat them differently to planters elsewhere.

I am disposed to agree with this view of the case.
A.G.H.
17.12.98

The District Board might perhaps be asked again to contribute, but as it will be saddled with the maintenance of the road I think Provincial may bear the whole cost of construction. If the Mallapuram ghaut is sanctioned we can give Rs. 25,000 in current year, and a lakh next year, and complete it by April 1900.

Yes.
A.G.H.

15.12.98

Exd.

We [illegible] [illegible] [illegible]

Urgent

Shevaroys Ghat Road

1. Since writing my note on the above dated 3rd inst. I have had an opportunity on 10th inst. on my return from attending the Bhavani Reservoir Geological Committee of inspecting the Mallapuram Railway station, & the lower half of the Mallapuram ghat.

2. The station is a large one with 2 big waiting rooms, an extensive station yard, & a Forest Rest house within ¼ of a mile. The whole place is well suited to the terminus of a ghat road, & the provision of additional furniture & of a refreshment bar is alone needed to make it very convenient for passengers to the hills.

3. I inspected 4½ of the 9 miles of road to the foot of the zig-zags. The land was taken up, the road made, & the bridges built, the survey & the mile & furlong stones

erected in 1887, as stated in para 5(c) of my previous note. It has since been entirely neglected, with the result that the road surface has become pitted, & overgrown with jungle, the planking of the bridges has gone, & some of the masonry therefore needs repairs. The road traverses an extremely easy country for road making, much money must have been spent on the bridging, the masonry work being still for the most part sound, & requiring but little expenditure to put it into good order, & there is an abundant supply of water at all ~~times~~ of the year for construction & maintenance. I was also informed by the Ex. Engr. that in the upper 1½ miles ~~part~~ of the road, which I had no time to see, much expensive revetment work has been done, which is still, as a whole, in excellent order.

6. Between the road in the plateau

9½ miles long, which only needs regrading & widening in places & the 9 miles ~~on the flat~~ in the plains above improvements, there is only a length of 2½ miles now traversed by a bridle path, with a rise of about 1000 feet to be overcome. The country is easy, with little or no rock, & a cart road could be cheaply made with a gradient of 1 in 16 & a length of just more than 2½ miles, so that the total distance from the railway to [illegible] by the Naka-puram route would be 22 miles, or only 20 as ~~easy~~ compared with 19 miles by the Smith-Stanley's Pace in the [illegible]

~~The~~ Nakapuram Road would enter the planting District at ~~10~~ 11 miles from the railway, the Salem road would enter it at about 16 miles from the railway & would not serve 1 estate until it reached its crest.

5. The Ex Engr, Salem Dn estimates the cost of the Mahapuram road at 1¼ lakhs - I prefer to put it at 1½ lakhs as stated in my former note - while Baileys ghaut from Salem side will cost not less than 3 lakhs -

6. From an engineering point of view there is no comparison between the 2 roads - Baileys ghaut will always be a bad road - difficult & expensive to make & almost impossible to maintain ~~maintain~~, because of the numerous zigzags necessary, & the almost complete absence of water - It may cost much more than the estimate - the Mahapuram ghaut will be the easiest in the country, easy to make & maintain because the zigzags will be very few, & water supply is ample -

7. From other points of view the Mahapuram ghaut possesses

2

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(1) It will be very easy for animals while Baileys ghaut will be very hard on them -

(2) It enters the planting district much sooner than Baileys ghaut, & its improvement includes the improvement of the main road on the plateau between Yercaud, Nagalur & the head of the ghaut.

(3) It will traverse before reaching Yercaud what I believe to be the healthiest & most promising portion of the Shevaroys, superior in every respect to Yercaud itself, which has little to recommend it. & it will pass en route a number of estates, whereas Baileys ghaut comes up a bare uninhabited valley & up traverses no estate before reaching Yercaud

(4) The road will pass through the most beautiful scenery in the Shevaroys, & be in itself an attraction to visitors -

8. ~~It will be gathered from the~~ ~~above~~
It will be seen from the page
10 of the accompanying copy of
addresses presented to His
Excellency on his first tour,
that the Shevaroy Planters approve
of both Mr. Stanley's plant and
the Mallapuram plant to secure
their views. It is impossible
to expect unanimity on the part
of Shevaroy planters, but I have
a strong belief that if they get the
Mallapuram plant the large
majority of them will be satisfied.
& as it is so infinitely superior
from an engineering point of view, & so much money has already been spent on it by Govt., which will all be wasted if the road is not established,
I confidently recommend its
adoption as the best solution
of the difficulty. The residents
of Yercaud may not use it much,
although I believe that even they
will do so in time, when they
discover what a good road

it is, while visitors from Madras
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9. I attach a series of letters on
the subject extracted from the
Madras Mail = the first of the
series is missing.

10. With regard to the Hon. Mr.
Grundel's remarks I invite
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on the promises made by Govt., &
the share of cost by Dist. Bd.
& planters. I do not think it
likely that we shall get any contribution worth talking about from
the planters, & it seems unnecessary
to treat them differently to planters
elsewhere, while ~~it~~ ~~seems futile~~ if Govt.
~~to saddle the~~ ~~Dist. Board with~~
while, as regards the Dist. Board & the
~~the maintenance~~ of the road I hope it will
~~District Board~~ ~~and~~ sufficient to saddle the
be considered the maintenance of the
~~Dist. Bd.~~ with road.
The Dist. Bd. might, perhaps, be asked by
Govt. to contribute, but as it will

be satisfied with the maintenance of the road I think Provincial may bear whole cost of construction of the [illegible] ghaut is sanctd

We can give Rs 25000 in current year, a lakh next year, & complete it by April 1900.

14.12.98

P. W. D.

~~Note on proposed Ghaut Road~~

[illegible]

1. The question of improving the means of communication between the Shevaroy Hills and the plains has been under the consideration of Govt., off & on, for the past 37 years. The following is a summary of the various investigations which have taken place.

1B

2. The Attoor Ghat road. In 1861 several gentlemen interested in the Shevaroy Hills subscribed Rs 800, & Col. Major Hunter, a resident on the Hills, to cut a trace for a bridle path from the Attoor Railway bridge to the top of the Hills. At the planters' request the trace was examined by the District Engineer, Salem, Capt. Gahagan, in view to its being made into a road suited for horse & bullock traffic. Capt. Gahagan considered the trace faulty, & pointed out a better trace. A grant of Rs 800 was given to Major Hunter to improve his bridle-path, & Capt. Gahagan was directed to proceed with the trace suggested by

x near Kadiampatti Rail station

by him. This trace was completed, but as further grants were applied for, Govt. deputed Lt. Col. J. Ouchterlony to report on the two traces submitted by Major Hunter & by Capt. Gahagan. That officer strongly recommended Major Hunter's trace in preference to Capt. Gahagan's, & grants ultimately aggregating Rs 12,550 were made to Major Hunter to make his bridle path into a 12 foot road from the foot of the Hills to Taylor's saddle on the top of the Hills, & to make also a similar road from Taylor's saddle to Nagalore. In April 1864 Major Shaw Stewart & Mr. Pinson, a Railway Engineer, were deputed by Govt. to report on Major Hunter's work. These officers condemned the work done in strong terms, & Major Hunter was called on to complete the road in accordance with the terms of his contract. The road was ultimately opened for traffic & transferred to the charge of the P.W.D. in 1865.

Cart Road to Yercaud. Capt. Bailey's trace. In 1873 the L. F. Board, Salem submitted

3 submitted a trace of a cart road ~~from Salem~~ to Yercaud. Govt. in July 1874 deputed Capt. Bailey of the P.W.D. to complete the trace & open a bridle path. Capt. Bailey submitted a report & Rs 6,200 were sanctioned from Provincial funds for opening a bridle path. The L. F. Board having discovered that the project would cost a lakh & a half, resolved to drop it.

4 **Cart road to Yercaud as a famine relief work.** In 1877 the Collector recommended the construction of a cart road to Yercaud as a famine relief work, but the proposal was negatived by Govt.

5 **Revival of the question in 1883. Trace by Messrs Clark & Mackenzie.**

In 1883 the Planters in an address presented to Sir M. E. Grant Duff, the late Governor, revived the question. The L. F. Board promised a contribution of Rs 34,000 on certain conditions, & Rs 4,000 ~~were~~ subscribed by the Planters. An estimate of Rs 2,44,200 was prepared on Surveys begun by Mr. H.E. Clark & completed by Mr. A. T. Mackenzie. The trace followed was that adopted by Capt. Bailey. Owing however to financial considerations, Govt. decided in G.O. No. 1515 W dated 6.6.87 to postpone the project.

6 Wire ropeway to Yercaud At the request of the Planters Association a line for a wire ropeway which the planters proposed to purchase from the Periyar, was sent to them in July 1896. Nothing further was heard about the matter, and it is understood the wire ropeway was found unsuitable.

The Ghaut road now proposed

In a note dated 22. 8. 96 H.E. the Governor directed that the estimate prepared in 1887 be revised, & it was accordingly sent to the Supdg. Engr.

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5 Engr. for the purpose. The Supdg. Engr. submitted the estimate reduced to Rs 200,000 but condemned the trace & considered that another sketched by Mr. O'Connell should be surveyed & estimated for. G.O. No. 3191 W, dated 3.11.96 directed that this alternative trace be at once surveyed & estimated for. ~~Various traces have been examined for the proposed ghaut road, but Mr. O'Connell's line is considered to be the one that would~~ prove ~~most generally acceptable to the planters~~.

8. I went to the Shevaroys in August last to endeavour to settle this vexed question - I inspected all the various lines that have been proposed for a ghaut road with the following result.

Rw:

(a) O'Connell's trace above described.

This starts from near the foot of the present bridle path from Salem, & traverses, for half its length, much the same country as the bridle path. It then trends away east-wards & enters Yercaud through the Company forest. Its length is about 13 miles & the estimate, as prepared for my inspection, amounted to near 6 lakhs! I inspected the upper half of the trace & found that it went through exceedingly difficult country, the ground being strewn with huge boulders & very steep, & no water obtainable anywhere, either for construction or maintenance. I was assured that the lower half of the trace was equally un-favourable in many places. The estimate had been prepared in a very

unintelligent & extravagant manner, & although I knew that it could be greatly reduced, I was so unfavourably impressed with the difficult nature of the country & the absence of water (a sine-qua-non in road making) that I decided that some other line must be found.

(b) Attur Ghaut.

This is the ghaut referred to in Para 2 above. It runs north-westwards down to Kadianpatti station & is 11 miles long, of which I inspected 7. It is an excellent bridle path & in good order. There is abundance of water, but the valley down which it runs is so narrow & so precipitous that it would be impossible to make a cart road down it without an enormous number of zigzags, & very heavy expenditure - The station to which it runs is also in a very feverish, unhealthy locality - I had, reluctantly, to abandon this line -

(c) Mallapuram ghaut

This runs due north from Yercaud to Mallapuram station on the Madras Rail-way. It was the original line proposed for a road, so much so that the Ry Company built a larger station there than was otherwise necessary to serve as a terminus, & that portion of the road on the flat ~~was~~ a distance of about 9 miles = was constructed & bridged in 1857 - & is said to be in good order now, except that the planking of the bridges has disappeared - I inspected the first 9½ miles from

9

Yercaud, of which I drove 7½ miles & walked 2, to the head of the zigzags - The road is rough in places, & wants some repairing & boulders removing - The zigzags - or ghaut proper are only about 3 miles long, & in very easy country, presenting no difficulty - It would therefore, be easy to make a road on this line at a cost of not more than 1½ lakhs - and in fact when His Excellency visited Yercaud in 1886, the planters asked for this ghaut in addition to the one to Salem - It would benefit the planters about Nagalur but would be of little use to the residents of Yercaud, who would seldom use a road, 25 miles long to the railway, in preference to the existing road to

Salem & Swanangalam consisting of 7 miles of bridle path & 7 miles of cart road - In view of the fact, however, that all other lines are so expensive, I propose to have this one investigated -

(d) Bailey's Ghaut.

This is referred to in paras 3.4.5 & 7 above. It is also called Pennycuick's Ghaut. I could not discover why - It runs southwards to Salem & its foot adjoins the commencement of the existing bridle path - I inspected it from head to foot. The upper 5 miles are easy enough. There come 17 zigzags crossing & re-crossing a stream which falls precipitously through a narrow valley. The crossings are easy, but the intervening ground is very steep & rocky in places - & continues to below the zigzags. The country is in fact very little better than

that traversed by O'Connell's trace, & a road could certainly not be constructed through it within 2 lakhs (as estimated vide para 7) - Nor do I think it could be done for the Rs 2,44,200 first estimated (vide para 5) - It might possibly be done for 3 lakhs - but I cannot very sanguine view of this. The good feature of this trace is that water was present in small quantities sufficient, with careful storage, for construction & maintenance. 7

On reaching the foot of this ghaut I was so disappointed with it, that I ordered the estimates for O'Connell's trace to be revised, in the hope of being able to construct a road thereon for less money than Bailey's trace. This osed estimate has not been received, and will be referred to further re-

, Manjavadi Ghat.

This was proposed to me by Mr. Nicholson & planters, the day before I left Yercaud. I could not inspect it myself so asked the Supdt. Engr. to do so. The results of this inspection will be found in his Notes flagged A. He estimates its length from the Railway Station× as 31 miles, & condemns it on this account. He estimates its cost at 2 lakhs, so it would be comparatively cheap, & it would serve several villages & estates, but would be useless for the residents of Yercaud, & for the planters of Nagalur. I consider that its length condemns it.

× Suramangalam (Salem)

9. It will be seen from the above that the question of the best route for a cart road to Yercaud is not an easy one to decide. The population of the Shevaroys is made up of residents in Yercaud, of planters who live there, & in the neighbourhood, & at Nagalur 5 miles away to the Northward. I ascertained from the Tahsildar that the total area at present under coffee is 5323 acres, & the additional area taken up for planting but not yet planted is 6051 acres, so a total available ultimate area of 11374 acres. There are 68 villages in the hills & the ~~total~~ population of Yercaud at the last Census was 1365. I do not know

what the total population
that would be served by
a road amounts to –

10. I consulted several
planters a residents on the subject
of this road, but could
find very little unanimity
amongst them. In fact there
seemed to be a certain
amount of indifference as
to whether the road was
constructed or not. These
hills are already exceptionally
well served in the matter
of bridle paths, having 3
excellent ones, & others that
are passable. They are
therefore in a better position
at present than any planting
District in the Presidency except the Nilgiris
& Wynaad. Supplies come
up mostly from Salem on
pack bullocks & coolies
heads, at reasonable rates.
Travellers come up in chairs
or riding or walking.

15. the length of the bridle path
being a short 7 miles –
& very probably would continue
to do so even if a cart road
was made. There is no
doubt that a cart road
is wanted for the carriage
of building materials, grain for
estate coolies, manure &c
up and produce down;
but more than one planter
told me that he could get
what he wanted, both ways,
as cheaply by pack bullocks as
by carts. They were
undoubtedly wrong, but the
mere statement shows that
the desire for a road is
not a very strong one –
and in spite of a strong
desire to increase & improve
the communications of the
country I hesitate to
advise Govt. to spend
so large a sum as 3
lakhs on this project –

11. The estimate for a connection, revised according to my instructions, has now come in, & amounts to Rs 3,32,000, but the Supdg Engr, for reasons given in his 610/W of 20 Nov. 1880, considers that it cannot be done for less than [illegible] lakhs, & I agree with him -

12. The case may therefore be summed up as follows

(1) The Shevaroys are well supplied with bridle paths, & there is no urgent need for a cart road, which, however, Govt is more or less under a promise to construct -

2) No cart road will benefit, or be used by, any but a section of the community on the Shevaroys which does not connect Yercaud as directly as possible with Salem & its railway station.

(3) The minimum cost of such a connection is 3 lakhs (Bailey's ghaut)

(4) A cart road can be made from Yercaud to Mallapuram station 20 miles long, for half the above sum - It would benefit planters in the neighbourhood of Nagalur, but would probably seldom be used by Yercaud Residents, & it is doubtful whether planters other than those round Nagalur would use it to any great extent -

13. In conclusion if Govt is prepared to spend the money, I recommend that a cart road be made up Bailey's ghaut

at a cost of 3 lakhs - and that a lakh be provided in the works in next year's Budget.

Otherwise, the Shevaroys Planters Association may be asked if they are prepared to accept the Mallapuram or Munjivadi ghauts as a final solution of the question, and a fulfilment of the promise of Govt. to give them a cart road

3.12.90

Urgent

Public Works (1898) Department.

CURRENT No. 977

From The Suptg. Engineer 4th Circle

No. 610 W.

Dated 25th November 1898

Received
Registered 28.11.98

Enclosures One

Spare copies ✓

Order

Law

Please have a brief note drawn up of the investigations for this road which have already taken place, & leave space for me to add my inspection notes of last August.

29.11.98

W
with papers

SUBJECT.

Cart Road to Yercaud.

Submits a revised Abst. estc. amtg. to Rs 3,32,000 for Constructing a — & states that Mr. Hearne has been ordered to proceed with the investigation of the Mallapuram line.

BACK PAPERS.

No.	Date.
~~9768C~~	~~27-12-98~~ ✓
✓955D	16-9-98 ✓
✓824D	23-8-98 ✓
✓936D	9-9-98 ✓
✓Telegram	✓
✓3584C	12-8-98
✓2522C	16-5-98 ✓
✓1825C	24-3-98 ✓
✓1305C.	3-3-98 ✓
✓1288C	3-3-98 ✓
✓$\frac{709}{A}$ C	7-2-98 ✓
✓1194C	28-2-98 ✓
✓578C	31-1-98 ✓
✓3105W	8-11-97 ✓
✓1469C	13-3-97 ✓
2683C✓	23-12-96 ✓
4210C	17-11-96 ✓
✓File noted on back	

Removed on 27-7-97 for N.R. Roll for the W side for 1898/2

FURTHER PAPERS.

No.	Date.

ESTIMATE FORM.—Abstract.

Quantity.	Description of Work	Rate.	Per	Amount	TOTAL.
1	2	3	4	5	6
		RS.		RS.	RS.
13 miles	Clearing Jungles.	50-0-0	mile	650	✓
1675[illegible] c.ft	Excavating ordinary soil or E	3-8-0	1000 cft	59	✓
2790713 cft	— do — gravel or P	4-8-0.	do	12558	✓
2150143 "	— do — Blasting rock or B.	8-0-0	100 cft	172011	✓
1101841 sft	Metalling road 6" thick	1-12-0	100 sft	19282	Closed
1101841	Gravelling 1" thick	0-4-6	do	3071	✓
911686 cft	Rough stone large (2'×2'×1½')	2-12-0	100 cft	25071	✓
286651 "	Do. ordinary (1½'×1½'×1½')	2-2-0	"	6091	✓
919 Rft	Do. Culverts 2'×2'	3-9-0	R ft	3274	✓
1498 "	Do. do 3'×3'	4-8-0	do	6741	✓
159 "	Do. do double 3'×3'	8-10-0	do	1371	✓
80 "	Do. do - do 3'×6'	35-0-0	do	2800	✓
No. 4	Iron bridges including masonry 10' span.	1800-0-0	each	7200	✓
" 3	Do do 15' "	2500 —	do	7500	✓
" 3	Do do 20' "	3500 —	do	10500	✓
" 1	Do do 25' "	5000 —	do	5000	✓
" 1	Do do 50' "	9000 —	do	9000	✓
" 13	Mile stones	6 —	do	78	✓
" 98	Furlong stones.	1 — —	do	98	✓
" 1200	Demarcation stones	[illegible]-5-0	do	375	✓
	Sanitary arrangements	L.S.		2000	✓
	Inspection lodges.	do		1200	✓
	Permanent cooly lines	do		1000	✓
		C. O.		296930	

Grand Total of Estimate ..

STATION ——————
Date —————— 189 .

~~Executive Engineer~~
17-12-98

(E. No. 132.)

50,000—13-2-97.

CIRCLE—

DIVISION—

DISTRICT—

TALUK (OR ESTATE IN CASE OF ESTATE WORKS.)

ESTIMATE FORM.—Abstract.

Financial Head—

Budget Head—

Departmental Head—

Main Head—

Sub-Head—

Project of which the work forms part—

Section—

Name of Work—

Amount of Estimate, Rs.—

To be carried out by—

REFERENCES.

ESTIMATE FORM.—Abstract.

Quan- 1	Description of Work. 2	Rate. 3	Per 4	Amount 5	TOTAL. 6
		RS.		RS.	RS.
	B. F.			296930	
	Hutting	L. S.		1500 ✗	
	Land compensation for permanent occupation	L. S.		5000	how fixed
				303430	
	Contingencies @ 5 p.c	Say		15045	
	Supervision @ 2½ pc			7585	
	Add the amount sanctioned in Circle register № 37 of 97-98.			5940	

Grand Total of Estimate Rs 332,000

STATION Salem
Date October 1898

Executive Engineer

17-10-18 Salem Dn

SUPG. ENGINEER'S OFFICE, P.W.D.
No. 4[illegible]
18 OCT. 98
Enclo ......
FOURTH CIRCLE.

Enclo: No. 1 to letter No. 610/W

(E. No. 132.)

50,000—12-2-97.

CIRCLE— IV

DIVISION— Salem

DISTRICT— do

TALUK (~~or Estate in case of Estate Works.~~) Salem

ESTIMATE FORM.—Abstract.

Financial Head— Provincial

Budget Head— Communications

Departmental Head— Original work.

Main Head—

Sub-Head—

Project of which the work forms part—

Section—

Name of Work— Estimate for constructing a Cart Road to Yercaud.

Amount of Estimate, Rs.— 332,000

To be carried out by— P. W. D.

REFERENCES.

OWS. 1 / 5793 / 98

No. 610/W

Office of the Superintending E
FOURTH CIRCLE,
Coimbatore 25th November

From
A. H. Garrett Esq
Superintend Engineer,
Fourth Circle, Coimbatore.

To
The Chief Engineer
P. W. Department, Madras

Enclosures. 1

Revised abstract estimate.

Sir,

Adverting to your Memo No. 844.D. of 23d August 1898, I have the honor to forward the revised abstract estimate for Mr. O'Connell's trace. The detailed estimate and sections are not submitted in accordance with your verbal instructions when in Coimbatore.

2 You will observe that the amount of the estimate as revised by Mr. Lambert amounts to Rs 332,000, but some of his rates are evidently wrong notably those for metalling and gravelling. The rate per 100 sq. ft. for sectioning road surface, stacking, spreading and

ramming

m ing 6" of metal, covered with 1" vel blinding, is only Rs 2-0-6. the Havelock Road where the depth metal is 4" and that of gravel ½", the rate is Rs 4-8-0 per 100 sq. ft. and therefore Mr. Lambert has under estimated the cost of these items by at least Rs 35,000.

+ Cers 9737 sent to J on 25. 11. 98 Havelock Road Rep Esty for the cost of —

3 It would not in my opinion be safe to calculate on constructing the road for a less sum than 4 lakhs, which is I believe more than Government are prepared to spend.

4 In my Inspection Notes for September I have given my reasons for not thinking the route via the Manjavadi Ghat a suitable one to follow. It would certainly be cheaper than O'Connell's line, but the distance by it from Salem to Yercaud would be 31 miles.

+ vide 9368 S 9. 9. 98

5 You have inspected all the other lines proposed and are aware of the disadvantages peculiar to each. My own opinion is that if Government is to spend from 2 to 3 lakhs on a road it should be one which would be of service to the residents and visitors at Yercaud and to the planting community generally. The only line answering these conditions is O'Connell's but that has been shown to be too expensive.

6 I doubt whether any of the other lines will be generally acceptable to the planters, and they certainly would not facilitate communication with Yercaud itself. I have, however in compliance with your verbal instructions ordered Mr. Hearne to proceed with the investigation of the Malkapuram line.

I have the honor to be
Sir,
Your most obedient servant

Superintending Engineer IV C.