1

ublic Works (1899) Department.

CB 403

G.O., No. 2180 W

DATED 15 August 1898

15/4/11

[illegible] [Despatch Abstract.]

varoy Hills – Directing, with remarks,

E. IV Circle to submit plans &

ate for the construction of a cart road

Bailey's ghat on the ~~[illegible]~~ Shevaroy Hills & calling on the

ny. Secy., Shevaroy Planters' Association, to

what contribution he will make towards

posed road.

6 – 1618

BACK PAPERS.

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

செப்பனிடுபவர் பெயர் அ.குணசேகரன்

செப்பனிடுவதற்காக எடுத்துக் கொள்ளப்பட்ட நாள் 1/99

செப்பனிட்டு முடித்த நாள் 4/99

1/7/99 1/5/99

சரிபார்க்கும் மு.ப.க. கையொப்பம்

ஆராய்ச்சி உதவியாளர் கையொப்பம்

5.5.99

2

BUILDINGS AND ROADS.
CIVIL WORKS.

Government (1899) of Madras.

PUBLIC WORKS.

Recd. } 1899. Enclosures
Regd. Spare copies

G.O., No. 2180 W., 15th August 1899.

AUGUST.

Ghat Road on the Shevaroy Hills

Directing, with remarks, the Superintending Engineer, IV Circle, to submit plans and estimates for the construction of a cart-road up Bailey's ghât on the Shevaroy Hills, and calling on the Honorary Secretary, Shevaroy Planters' Association, to state what contribution he will make towards the proposed road.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers :—

From A. H. GARRETT, Esq., Superintending Engineer, IV Circle, Coimbatore, to the Chief Engineer, Public Works Department, dated Camp Mallápuram, 21st January 1899, No. 31 W,

With reference to your memo. No. 5768 C., dated 22nd December 1898, I have the honour to submit herewith a map of the Shevaroy Hills giving all the information asked for, and also a list giving the names of the coffee estates, the positions of which are shown on the map by numbers.

From R. GOMPERTZ, Esq., Honorary Secretary, Shevaroy Planters' Association, to the Secretary to Government, Public Works Department, dated Yercaud, 22nd February 1899, No. 880.

I have the honour to acknowledge receipt of G.O., No. 210 W., dated 23rd January 1899, and to inform you that, in compliance therewith, I convened a meeting of the Shevaroy Planters' Association on Monday, the 20th instant, and to append a copy of the resolution passed thereat about the proposed ghât road, which was carried by (22) twenty-two votes to (9) nine.

2. In paragraph 10 of his note of 3rd December 1898, the Chief Engineer states that though he "consulted several planters and residents on the subject of this road he could find very little unanimity amongst them." Planters' estates are scattered all over the hills, and there are some which would be better served by each of the five roads* alluded to than by any other of them. It is therefore impossible to obtain complete unanimity among them. But it was felt that No. (1) was excluded by its length, No. (2) by its cost, and No. (4) by its impracticability; and that the choice which would otherwise have been confined to Bailey's trace was to some extent divided between that and the Mallápuram ghât on account of its greater cheapness.

* (1) Manjavedi ghât.
(2) O'Connell's trace.
(3) Bailey's trace.
(4) Atur ghât.
(5) Mallápuram ghât.

3. The feeling amongst the residents of Yercaud and amongst the merchants and traders of Salem is, I believe, absolutely unanimous in favour of Bailey's ghât as the Mallápuram road would be completely useless to them.

4. The Chief Engineer states, in paragraph 12 (clauses 2 and 3) of his note of 3rd December 1898, that no road could benefit or be used by any but a section of the community which did not connect Yercaud with Salem as directly as possible and that the minimum cost of such a connection (by Bailey's ghât) would be (3) three lakhs. But I submit that this is a mistake. The estimate for this road, prepared in 1887 by Colonel Beatty, R.E., amounted to Rs. 2,11,781, and I know that a European contractor—now a planter—called upon the Chief Engineer during his visit to Yercaud in August last and offered to construct the road at the rates given in this estimate, but was refused because the Chief Engineer considered them too high. As the estimate alluded to comprised Rs. 23,500 for contingencies and petty supervision, which would be greatly reduced if the work were given to a contractor, it would seem that the road could be made for about 2 lakhs of rupees.

5. The proceedings of the meeting have been sent to be printed in *extenso*, and as soon as I get them I will submit a copy for the information of Government.

Enclosure.

Extract from Proceedings of a Meeting of the Shevaroy Planters' Association held on the 20th February 1899.

Proposed by Mr. W. J. Lechler, seconded by Mr. J. C. Large,—Salem is the capital of the district, and a cart-road is wanted from Yercaud to Salem,—not merely to the plains. A very much larger number of planters are in favour of Bailey's than of any other road. The Chief Engineer states in his note of 3rd December (paragraph 3, page 5 of the Government Order) that the distance from Yercaud to Mallápuram is 25 miles, whilst that by Bailey's ghât to Salem station is about 19. Salem is a town of some 80,000 inhabitants from which all supplies for the hills are drawn. Mallápuram is a small village. All—or almost all—the manure imported and the coffee exported comes from and goes to the western, not the eastern, coast. The rail distance to the West Coast is 27 miles longer from Mallápuram than from Salem. Moreover, it is believed that the Madras Railway authorities contemplate the construction of a light railway from Salem railway station (Suramangalam) to the foot of the Salem ghât, where Bailey's trace begins, which would bring Yercaud within 13 miles of the railway.

In view of these facts I propose that Government be respectfully urged to sanction the construction of Bailey's road and be informed (with reference to paragraph 13 of the note of the Chief Engineer of 3rd December 1898) that the construction of a cart-road to Mallápuram or to any other place than Salem could not be "accepted as a final solution of the question and a fulfilment of the promise of Government."

Carried by 22 votes to 9.

From R. GOMPERTZ, Esq., Honorary Secretary, Shevaroy Planters' Association, to the Secretary to Government, Public Works Department, dated Yercaud, 25th February 1899, No. 888.

In continuation of my No. 880 of the 22nd instant, I have the honour herewith to forward a printed copy of the proceedings of the Shevaroy Planters' Association at a meeting held on the 13th and adjourned to, and completed on, the 20th instant, for the information of the Government of Madras.

Enclosure.

SHEVAROY PLANTERS' ASSOCIATION.

Proceedings of a Special General Meeting of the Shevaroy Planters' Association to consider the correspondence forwarded by Government with regard to the proposed new ghât road, held in the Victoria Rooms, at Yercaud, at 1 P.M. on Monday the 13th February 1899.

Present :

Messrs. Rahm, S. M. Hight, C. D. Ricketts, E. Dickins, C. K. Short and W. J. Lechler; Revs. J. M. Kempf and M. Andersen; Messrs. Thurston Short, C. Rahm, C. A. G. Turner and J. C. Large.

Proxy:

Mr. W. Hight, by Mr. S. M. Hight.
Mr. H. R. Newport, as a *Visitor*.
Mr. C. G. Lechler, *Chairman*; Mr. R. Gompertz, *Honorary Secretary*.

1. Notice calling the meeting was taken as read.

2. Mr. Hight and others objected that sufficient notice of the meeting had not been given and thought that it should be postponed. The Honorary Secretary explained that he considered the matter urgent and had sent a notice to every member at present on the hills and that there were several precedents of the usual notice having been dispensed with on the plea of urgency. No formal motion was proposed, but on the Chairman's calling for a show of hands, it was found that the majority were in favour of the business being proceeded with.

3. The Honorary Secretary then read out the correspondence referred to, viz., G.O., No. 210 W. of 23rd January 1899.

4. After a lengthy discussion the following motion was proposed by Mr. W. J. Lechler, seconded by Mr. J. C. Large :—

Salem is the capital of the district, and a cart-road is wanted from Yercaud to *Salem*—not merely to the plains. A very much larger number of planters are in favour of Bailey's than of any other road. The Chief Engineer states in his note of 3rd December last (paragraph 12, clause 4, page 5 of the Government Order) that the distance from Yercaud to Mallápuram is 25 miles, whilst that by Bailey's ghât to Salem station is about 19. Salem is a town of some 80,000 inhabitants, from which all supplies for the hills are drawn. Mallápuram is a small village. All—or almost all—the manure imported and the coffee exported comes from and goes to the western, not the eastern, coast. The rail distance to the West Coast is 27 miles longer from Mallápuram than from Salem. Moreover, it is believed that the Madras Railway authorities contemplate the construction of a light railway from Salem railway station (Suramangalam) to the foot of the Salem ghât where Bailey's trace begins, which would bring Yercaud within 13 miles of the railway.

In view of these facts I propose that Government be respectfully urged to sanction the construction of Bailey's road, and be informed (with reference to paragraph 13 of the note of the Chief Engineer of 3rd December 1898) that the construction of a cart-road to Mallápuram or to any other place than Salem could not be "accepted as a final solution of the question and a fulfilment of the promise of Government."

Amendment.

Proposed by Mr. T. Short, seconded by Mr. S. M. Hight,—that this meeting be adjourned till Monday the 20th instant at 1 P.M. *Carried.*

The meeting was accordingly adjourned till the 20th instant when the above motion will be put.

(Signed) C. G. LECHLER,
Chairman.

(Signed) R. GOMPERTZ,
Honorary Secretary.

SHEVAROY PLANTERS' ASSOCIATION.

PROCEEDINGS of an adjourned Special Meeting of the Shevaroy Planters' Association held in the Victoria Rooms on Monday the 20th February 1899 at 1 P.M. to consider the question of the proposed carriage road up the ghât.

Present :

Messrs. King-Harman, S.M. Pritchard, Thurston Short, Fred. Short, C. K. Short, Bruce Short, C. D. Ryle, and R. A. Gilby; Rev. J. M. Kempf; Messrs. S. M. Hight, W. Hight, C. Rahm, C. Dickins, E. Dickins, C. A. G. Turner and C. D. Ricketts; Rev. M. Andersen, J. C. Large, Mr. C. G. Lechler, *Chairman*; Mr. Gompertz, *Honorary Secretary.*

Proxies :

Mr. L. E. Kirwin	By	Mr. King-Harman.
" C. Rahm, Senior " W. Rahm " D. S. Robinson	By	Mr. C. Rahm.
Mrs. Dickins		Mr. E. Dickins.
" L. Ricketts		Mr. C. D. Ricketts.
Mr. W. J. Lechler Mrs. Gaitskell Mr. A. G. Nicholson " E. G. Windle " H. B. Evans		Mr. C. G. Lechler.

1. The Chairman read out G.O., No. 210 W., dated 23rd January 1899.

2. Also the proceedings of a meeting of a eleven planters (of whom five do not belong to the association), held at Nagalur on the 17th instant.

3. After much discussion the Chairman read out the motion proposed by Mr W. J. Lechler and seconded by Mr. J. C. Large on the 13th instant.

Amendment.

Proposed by Mr. Thurston Short, seconded by Mr. S. Hight, that the Mallápuram ghât be accepted as a solution of the question and a fulfilment of the promise of Government to meet the requirements of the planters for the following reasons:—

(a) *Cost* 1½ lakhs against 4 lakhs Bailey's trace.
(b) *Distance*—about the same, 19½, against 20 miles.
(c) *Cost of upkeep*—*nil* in comparison with Bailey's trace.
(d) *Water*—natural supply against expensive storage.

(e) Ready for traffic in one year against three years or more.
(f) Taps a larger planting interest.
(g) Taps a larger number of villages *en route.*
(h) Of the 19½ miles Mallápuram ghât road, 5 miles have been kept up by the District Board fund; thus there is an annual saving in upkeep of 5 miles.

Mr. Gompertz spoke against the amendment, pointing out (a) that it had never been asserted that Bailey's ghât would cost more than 3 lakhs, whilst contractors were willing to construct it on the original estimate of a little over two lakhs; (b) that the Chief Engineer, in the Government Order under discussion, called the distance in one place 25 miles and in another 22, but never 19½ or 20; (c) that it was absurd to say that the upkeep would be *nil* in comparison with Bailey's road. Once made the upkeep of the ghât, mile for mile, must be nearly the same; (d) that he personally knew of a stream that ran about half-way down the ghât (and had no doubt it found its way to the bottom) in close proximity to Bailey's trace; (e) that absolutely no grounds had been given for the unlikely assertion that Mallápuram road would be ready for traffic in one year, whereas Bailey's trace would take three; (f & g) that these were merely assertions, which, if true, were capable of easy proof, in the absence of which he must flatly deny them; (h) and that the amount spent on the upkeep of the Nagalur road by the District Board would be totally inadequate to keep it in repair under the increased traffic which must result if it became part of the ghât road.

The amendment was then put to the meeting and lost by 20 votes to 10, Mr. Gilby not voting.

The original motion (Mr. Lechler's in favour of Bailey's trace) was then put and carried by 22 to 9.

4. Proposed by Mr. Bruce Short, seconded by Mr. S. M. Hight,—that as many planters are not members of the S. P. Association its decision would not be that of the planters of Shevaroy Hills; that therefore statistics of coffee and native grain cultivation served by each ghât (the Mallápuram and Bailey's) be sent in for the information of Government.

First Amendment.

Proposed by Mr. Gompertz, seconded by Mr. King-Harman,—that the acreage under coffee of all the planters who vote for Bailey's ghât and for the Mallápuram ghât be sent in to Government.

Second Amendment.

Proposed by Mr. Kempf, seconded by Mr. C. Dickins,—that statistics be obtained showing the amount of supplies of all kinds coming up and going down the Nágalur side and also on the Salem side for the information of Government.

The second amendment having been put to the meeting and carried, neither the first amendment nor the original motion was put to the meeting.

5. The Honorary Secretary stated that he was unable to furnish these statistics himself, but said he would endeavour to obtain them from the Tahsildar.

6. The meeting terminated with a vote of thanks to the Chairman.

(Signed) C. G. LECHLER,
Chairman.

(Signed) R. GOMPERTZ,
Honorary Secretary.

From R. GOMPERTZ, Esq., Honorary Secretary, Shevaroy Planters' Association, to the Secretary to Government, Public Works Department, dated Yercaud, 13th March 1899, No. 892.

I have the honour to acknowledge your No. 1376-C. of the 6th instant, and in reply to state that I will lay it before the association at its next meeting after the Easter holidays and will inform you of the result.

2. Meantime I have the honour to submit, for the information of Government, that the same coffee which was selling two or three years ago for Rs. 18 a bushel will not fetch more than 7 or 8 rupees (per bushel) just now.

3. As the cost of production remains the same, it will be readily understood that coffee planters are at present on the verge of ruin and that it is very unlikely that they will be able to subscribe anything appreciable towards the proposed ghât road unless prices considerably improve.

Office-note from **FRANCIS J. E. SPRING**, Esq., Joint Secretary to Government, Public Works Department (Railway Branch), to the Secretary to Government, Public Works Department, dated 21st March 1899, No. 121 R.M.

With reference to G.O., No. 210 W., dated the 23rd January 1899, I send herewith a copy of a letter from the Agent and Manager, Madras Railway Company, No. 11694/266, dated 13th March 1899, objecting strongly to the Mallápuram ghât road scheme and supporting the proposal that connection of the Shevaroys with the railway should be made on the Salem side.

The Madras Railway Company contemplate making a light feeder line to the foot of the hills, and I have it in my mind to advise them to offer also to make and work a wire airway from the terminus of the railway to the nearest point on the top of the spurs whence a level road can be got.

I shall see the place in a few days and will then report further.

ENCLOSURE.

Copy of letter from the Agent and Manager, Madras Railway, dated the 13th March 1899, No. 11694/266.

With reference to G.O., No. 210 W. of the 23rd January last, on the subject of providing a cart-road for the Shevaroy Hills, I have the honour to inform you that there would appear to be two serious objections to the proposal to construct a ghât road to Mallápuram.

First.—Mallápuram is an exceedingly feverish station during the cold months, so much so that most of our engineers, both on the first and second district, avoid sleeping at Mallápuram for this reason whenever they can make other arrangements. The station is therefore, in my opinion, not only an unsuitable place to locate a large staff such as would be required to meet hill traffic, but would also be unpopular with planters and visitors travelling to and from the Shevaroy Hills.

Secondly.—As recorded in paragraph 10 of Mr. deWinton's note, all supplies for the hills are obtained from Salem, which is a large centre of trade, and is also the head-quarters of the district, and it therefore appears to me improbable that a ghât to Mallápuram would be used for anything except the cartage of coffee and manure.

2. It is contemplated to construct a branch or feeder line from Suramangalam to Salem town, and with the opening of such a line the traffic would of necessity be between Salem, the centre of trade, and the hills, and a ghât road terminating at a village in the jungle like Mallápuram would not divert very much traffic out of its natural channel to and from Salem and would doubtless be little used.

3. As it is only a question of time for railway feeders to be laid between Salem station and Alúr, Námakkal and the foot of the ghât, I am very strongly of opinion the ghât road should take off from the slope on the Salem side of the hills.

4. The whole matter is apparently a question of about a lakh of rupees, and I cannot help thinking that the Government would be well advised to invest the larger sum in a ghât road to Salem rather than spend a considerable amount of money on the Mallápuram ghât with the possibility of its proving to be of very little use to the people for whose benefit it is constructed.

No. 137/Govt.

Submitted to Government with reference to G.O., No. 361 L. Mis., dated 16th February 1899.

11th April 1899. (Signed) R. B. CLEGG,
President.

ENCLOSURE.

EXTRACT from the Proceedings of the District Board, Salem, passed at its meeting held on the 24th March 1899.

Present :

* * * * *

7. Read G.O., No. 210 W., dated 23rd January 1899, referring, for the opinion and consideration of the District Board, as to the best route to be adopted for the Shevaroy Hills ghât road, and requesting the District Board to state what contribution it is prepared to make towards its construction.

Resolution.—The Board is of opinion that as the road proposed is one in which the Yercaud planting community is mainly interested, that body should make a substantial contribution towards its construction. The Board is prepared to allot an equal amount not exceeding Rupees 54,000 according to its original promise, but is not prepared in the general interest of the tax-payers of the plains to allot more nor to bear more than a fair proportion of the cost of maintenance.

2. As regards the best route to be adopted, the Board is of opinion with the Planters' Association that a road from the Salem side will be more generally useful.

* * * * *

No. 471, Local and Municipal.

Transferred to the Public Works Department.

(Signed) A. EDGINGTON,
Acting Assistant Secretary.

26th April 1899.

From the Honry. Sec., Shevaroy Planters' Association, dated 13th April 1899, No. 897.

From **B. GOMPERTZ**, Esq., Honorary Secretary, Shevaroy Planters' Association, to the Secretary to Government, Public Works Department, dated Yercaud, 13th April 1899, No. 896.

In continuation of my No. 892 of the 13th instant, replying to your No. 1376 C. of the 6th idem, I have the honour to append copy of a resolution passed by the Planters' Association at their last meeting on the 10th instant.

ENCLOSURE.

Resolution.—Read memo. No. 1376 C., Public Works Department, Government of Madras, dated 6th March last, enquiring what contribution the planters were prepared to make towards the construction of a cart-road (to the plains).

Resolved,—that the Honorary Secretary be requested to reply that, until Government informs the association which road they have decided to construct, the planters are unable to state what amount they are willing to contribute; at the same time referring to his letter No. 892 of the 13th March last.

G.O., No. 566 Ry., dated 11th May 1899.

ABSTRACT.—Passing orders on certain suggestions of the Consulting Engineer for Railways in connection with the proposal for the construction of a short line of narrow gauge railway from Salem station to the foot of the steep ascent leading up to Yercaud on the Shevaroy Hills.

From **R. GOMPERTZ**, Esq., Honorary Secretary, Shevaroy Planters' Association, to the Chief Secretary to the Government of Madras, dated Yercaud, 9th June 1899, No. 900.

I have the honour to inform you that, in compliance with G.O., No. 566 Ry., dated 11th ultimo, I convened a meeting of the Shevaroy Planters' Association to consider the suggestions of the Consulting Engineer for Railways with reference to a driving ghât road and a wire airway to the plains, and that the following resolution was *unanimously* carried :—

> "That if the Madras Railway will construct a wire airway (or preferably a cable tramway) from Yercaud to Mallápuram, and if Government will make a driving road from the Salem foot of the ghât to Yercaud, this association will gratefully accept the proposals of the Consulting Engineer as a fulfilment of the promise of Government and a final solution of the question."

Proceedings of the Board of Revenue (Land Revenue), Mis. No. 1740, dated 1st June 1899.

Read—the following paper:—

From R. B. CLEGG, Esq., I.C.S., Acting Collector and District Magistrate, Salem, to the Secretary to Government, Public Works Department, (through the Board of Revenue, Land Revenue), dated 20th May 1899, Dis. No. 165.

In G.O., No. 210 W., dated 23rd January 1899, my opinion is asked as to the best route to be adopted for the cart-road to the Shevaroy Hills.

2. The proposals have finally been reduced to two alternatives—Bailey's trace from the Salem side and the route from Mallápuram Railway station. Both the District Board and the majority of the Shevaroy planters are in favour of the Salem route, and their opinions have already been communicated to Government. The Shevaroy planters, from enquiries I have made, are not likely to contribute anything for either, and the District Board is not willing nor in a position in the present state of its finances to contribute anything more than the planters.

3. There are 127 coffee plantations on the Shevaroys, and the total area under coffee in 1898 was 5,484 acres. In addition 6,012 acres have been taken up but not yet planted with coffee. The Nagalur coffee estates and those which now use the Atur ghât path would be best served by the Mallápuram route and the Yercaud estates by the Salem track. The Traffic Manager of the Madras Railway has furnished me with the following statistics of export of coffee and import of manure for 1898 at the three railway stations of Salem, Kadiampatti and Mallápuram used by the Shevaroy planters:—

	Export of coffee.	Import of manure.
	MDS.	MDS.
Salem	12,254	1,726
Kadiampatti	8,522	20,533
Mallápuram	2,142	2,983

If the Mallápuram route is adopted the Kadiampatti (Atur ghât) traffic will mainly go to Mallápuram. The Mallápuram ghât is now but little used, and the traffic is insignificant. It would appear from the above that the Mallápuram route is to be preferred in the coffee planting interests.

4. On the other hand, Salem, the district head-quarters, is the source from which all supplies come up to the hills both for coffee estates and Yercaud residents. There is a large weekly market supplied from Salem. On market days crowds of coolies and pack bullocks are to be seen going up the present ghât track. All building materials come up this ghât. On the Salem ghât road there is a toll-gate at which a toll is levied on pack bullocks and animals, and there is another on the road from the Atur ghât to Kadiampatti Railway station at the foot of the hills. The following are the statistics gathered from the toll contractors' accounts from April 1897 to March 1898:—

Salem ghât.

Pack animals.	Cart-load.	Cattle.	Horses.	Asses.	Total.
15,631	...	206	42	...	15,879

Atur ghât.

Pack animals.	Cart-load.	Cattle.	Horses.	Asses.	Total.
5,382	337	40	20	5	5,784

The contract amounts for the privilege of levying tolls are as follows:—

	1898-99.	1899-1900.
Salem ghât	655	562
Atur ghât	200	159

The above figures show that far and away the main traffic is from Salem to Yercaud. It is possible that in course of time a part of the present Salem ghât traffic will be diverted to the Mallápuram road if that road is opened, but the traffic with the district head-quarters will never go *viâ* Mallápuram, and this will always be considerable. Mallápuram and all the villages which the road that side would pass are insignificant, jungly and feverish. It is doubtful if coolies and means of transport will ever readily be forthcoming at Mallápuram. On the Salem side they will always be procurable in abundance. Passenger traffic to and from the hills is not great and may be left out of account altogether. The present journey is easy and comfortable enough.

If the Madras Railway construct their line as proposed to the foot of the present Salem ghât, this will be a strong additional reason for preferring this route. Yercaud within the last few years has been extending and is likely to become more popular as a hill sanitarium. It should be connected with the district head-quarters.

5. I have not considered the engineering difficulties nor the cost. If Government, however, is prepared to spend the money the route to be adopted in my opinion for the general development of the hills is the Salem route. For one-half of the planting industry the Mallápuram ghât road would be equally good, but the interests of Yercaud town and its prospective extension cannot be left out of consideration.

6. My opinion is that the Salem route is the one to be adopted if one of two roads is to be made up the hills. If, however, Mr. Spring's proposed wire airway and line of rail to the foot of the ghât through Salem town is accepted the position will be altered. As I only received G.O., No. 566 Ry., dated 11th May 1899, embodying these suggestions yesterday, I am not now in a position to express an opinion regarding this new phase of the question which must lie over for future consideration.

Resolution—Mis. No. 1740, dated 1st June 1899.

The Collector's letter read above will be submitted to Government with reference to its order No. 704, Mis., dated 16th February 1899.

(True Extract.)

(Signed) L. DAVIDSON,
Acting Secretary.

Endt. Mis. No. 2114, Revenue.

Transferred to the Public Works Department with reference to G.O., No. 210 W., dated 23rd January 1899.

Ootacamund,
13th June 1899.

(Signed) N. E. MARJORIBANKS,
Ag. Secretary to Government.

From the Rev. J. F. SPENCER, to the Collector of Salem, dated Yercaud, 12th June 1899.

I have the honour to send you, for favour of perusal and despatch to Government with your favourable recommendation, certain written opinions on the proposal of the Madras Railway Company and the suggestions of the Consulting Engineer for Railways, and also the proceedings of a meeting of the residents of Yercaud on the 12th instant to consider the same matters.

2. I take this opportunity of myself begging attention to the following points:—

(*a*) Much of the goods brought up to these hills is procured by agents who accompany and deliver the goods at their employers' houses. A wire airway would prevent the agents accompanying the goods, and delivery would have to be taken by another set of agents. In proportion as this is likely to cause additional inconvenience, trouble, fraud or cost, the old system of conveyance by coolies is likely to find preference. A tramway would therefore be preferable, in which agents and goods could travel together.

(b) A still larger quantity of goods is brought up both on market days (Sundays and Wednesdays) and other days by petty traders who could not part with their goods or employ agents to receive them, sell what can be sold of them and return the remainder, but who would doubtless use a tramway in which they could accompany their goods up and down the ghât. And this consideration would also doubtless affect the traffic on the narrow gauge railway from Suramangalam to the foot of the ghât.

(c) The cost of conveying up and down the ghât passengers and bulky packages is far greater than that of carrying ordinary packages, viz., Rs. 2½ to 3 on each passenger, or about 3 pies a pound, and more than 1 pie a pound on large heavy packages. A wire tramway would be more likely to pay than a wire airway for goods only in so far as it would secure this traffic in addition to ordinary goods.

(d) Increased facilities of transit would greatly increase passenger traffic and consequently that of goods also.

(e) With the railway coming within 5 (by tramway), 8 (by the present ghât road), or 13 miles (by Bailey's trace) of Yercaud at a convenient time for a change in the mode of travelling, people would prefer going from the railway station at the foot of the ghât, whether by train or by chair or carriage easily procurable from Salem to starting from Mallápuram at a most inconvenient hour, to drive 21 miles in a country cart, dear, procurable with difficulty, tedious and slow. Carriages and chairs and bearers are not to be had at Mallápuram, and it is not likely they ever will be.

☞ (f) With either airway or tramway coming up to Yercaud, the planters themselves who have estates near or through which it is proposed to take the Mallápuram ghât road would doubtless choose that their goods should go 6 to 9 miles along fairly level road to and from the terminus at Yercaud rather than to and from the station 12 to 15 miles away at Mallápuram, especially as the journey afterwards to Suramangalam would be but 12 miles from Yercaud and 26 from Mallápuram, or a total from Nagalur by way of Yercaud of 18 to 21 miles to Suramangalam, of which 6 to 9 is by road, against a total of 38 to 41 miles by way of Mallápuram, of which 12 to 15 is by road. With either a wire airway or tramway to Yercaud the Mallápuram ghât road would be useless. The expenditure on its construction and maintenance would divert money from roads and projects more useful and far more likely to be paying. The extent to which the Mallápuram ghât road could, if at all in the proposed circumstances, be used is far too small to make it worth while to construct and maintain it; while it would be downright injurious to the other projects in so far as it would be *obstructive, deterrent and deflecting in regard to those projects.* Plans and projects should be chosen which will be most convenient, useful and paying, and everything should be done which can be done to make those plans and projects succeed in all these respects. The principle of compromise or concession which would construct the Mallápuram ghât would not benefit those in whose favour it is supposed to be made, while it would injure the decidedly better projects.

ENCLOSURE.

PROCEEDINGS of a meeting of the residents of Yercaud held at the Victoria Rooms on the 12th June 1899, to express their opinion on the proposal to construct a narrow gauge railway through Salem to the foot of the Shevaroys, and on the suggestions thereupon of the Consulting Engineer for Railways for a wire airway thence to Yercaud and a cart-road from Mállápuram to Yercaud.

Present:

Mr. R. B. Foote.
Mrs. Newport.
Rev. W. Miller, M.A., LL.D., C.I.E.
Mr. C. G. Lechler.
Dr. Lincoln.
Mr. J. Turner, M.A.

Mr. C. Large.
" E. W. Short.
" F. D. Short.
" Bruce Short.
Rev. J. F. Spencer.

Mr. Spencer was called to the Chair.

The notice calling the meeting was taken as read.

Two proxies were offered, but it was ruled that in a meeting of this kind they could not be received.

Read—the following—

Note by the Consulting Engineer for Railways, Madras, dated 7th April 1899, and Government Order thereon, No. 566, dated 11th May 1899.

Written opinions on the above by Messrs R. Bruce Foote, James W. Furrell and Jas. Wilkins.

Resolution of the Shevaroy Planters' Association on the aforesaid note and Government Order at their meeting on the 5th instant, kindly furnished by their Honorary Secretary.

After some discussion it was *proposed* by Mr. R. Bruce Foote and seconded by Dr. Lincoln that—

"The residents of Yercaud think that if a narrow gauge railway be made to the foot of the Shevaroys on the Salem side, as that would be near Salem and within 13 miles of Yercaud by the proposed cart and carriage road * or within 8 miles by the present ghât road, it would be the best starting place for passengers and goods coming up these hills. As a wire tramway from the railway station at the foot of the hills to Yercaud would serve for passengers as well as goods, it would pay better than a wire airway for goods only, and would better meet the requirements of residents on these hills and of visitors to them. The residents consider that, failing a tramway, the Bailey's trace ghât road would be most useful. This meeting is strongly of opinion that the construction of the Mallápuram ghât road would be useless and prejudicial to the future interests of the station."

* Bailey's trace.

Amendment proposed by Mr. F. D. Short and seconded by Mr. Bruce Short—

"That the resolution of the Shevaroy Planters' Association on the subject be adopted by this meeting, viz.,—'that if the Madras Railway will construct a wire airway (or preferably a cable tramway) from the Salem foot of the ghât to Yercaud, and if Government will make a driving road from Yercaud to Mallápuram, this association will gratefully accept the proposal of the Consulting Engineer as a fulfilment of the promise of Government and a final solution of the question'."

On its being put to the vote—

For the amendment were Messrs. F. D. Short, Bruce Short and E. W. Short.

Against the amendment were Mr. R. B. Foote, Rev. W. Miller, M.A., LL.D., C.I.E., Mr. J. Turner, M.A., Dr. Lincoln, Mrs. Newport and Rev. J. F. Spencer. (Messrs Lechler and Large did not vote).

The amendment being lost, the original proposition was put to the meeting.

For the proposition were Mr. R. B. Foote, Rev. W. Miller, M.A., LL.D., C.I.E., Mr. J. Turner, M.A., Dr. Lincoln, Mrs. Newport, and Rev. J. F. Spencer.

Against the proposition were Messrs. F. D. Short, Bruce Short and E. W. Short. (Messrs. Lechler and Large did not vote.)

The original proposition was therefore carried. The meeting closed with thanks to the Chairman.

(Signed) J. F. SPENCER,
Chairman.

Dis. No. 1516.

Forwarded to the Secretary to Government, Public Works Department, with reference to G.O., No. 566 Ry., dated 11th May 1899.

2. The Shevaroy Planters' Association have passed an unanimous resolution in terms of the amendment. For my own part I am in agreement with the planters.

3. There is no necessity for both an airway or tramway as well as a road from the Salem side, but either one or the other is necessary. The road to Mallápuram should not be made in my opinion in preference to the road from the Salem side, unless the Railway Company offer the facilities proposed by the Consulting Engineer for goods or preferably passengers and goods from the Salem side.

(Signed) R. B. CLEGG,
Ag. Collector.

19th June 1899.

Order—No. 2180 W., dated 15th August 1899.

In G.O., No. 210 W., dated 23rd January 1899, the Chief Engineer's notes on the inspections made by him of the various lines that have been proposed for providing the Shevaroy Hills with a cart-road to the plains was referred 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. Subsequently the Consulting Engineer for Railways, in connection with the survey of the line of country proposed by the Madras Railway Company for the narrow gauge railway from Salem Railway station through Salem town and Civil station to the foot of the ascent leading up to Yercaud, made certain suggestions for constructing a wire airway from Yercaud to the plains. In G.O., No. 556 Ry., dated 11th May 1899, Government desired to be furnished with any expression of opinion which the Shevaroy Planters' Association or the residents of Yercaud may have to offer in regard to Mr. Spring's suggestions.

3. The Government is now in possession of the views of the parties consulted on the various suggestions made, and observes that the consensus of opinion is strongly in favour of a cart-road on the Salem rather than on the Mallápuram side of the hills. His Excellency the Governor in Council concurs in this opinion, and considers that the interests of the community residing on the Shevaroy Hills, as a whole, will be best served by the construction of a road up Bailey's ghât. The Superintending Engineer will accordingly submit the necessary plans and estimates for the construction of the road.

4. Meanwhile the planters on the Shevaroy Hills will, with reference to the letter of the Honorary Secretary, Shevaroy Planters' Association, No. 896, dated 13th April 1899, be requested to state what contribution they will make towards the proposed road which is being constructed principally in their interests. It is observed that the District Board is prepared to allot an amount equal to that contributed by the planters, but not exceeding Rs. 34,000, according to its original promise, and to bear a fair proportion of the cost of maintaining the road when constructed.

(True Extract.)

Under Secretary to Government.

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

Exd. S. J. Pereira.

8

Public Works (1899) Department.

No 2180 W of 15/8/99

CURRENT No. 741

From

The Suptg. Engineer,
IV Circle.

No. 31/W

Dated 21-1-99

Received } 26-1-99
Registered }

Enclosures 2 (1 plan)

Spare copies.

SUBJECT.

Map of the Shevaroy Hil

Submits a — giving all
the information asked for an
also abot giving the name
of the Coffee estates and
showing the positions on
map.

o/s 2/9
R 23/6

P. W. 29.
1,000—29-11-98.

BACK PAPERS.

G.O.	No.	Department.	Date.
210W,	87	23.1.58	
[illegible]			

FURTHER PAPERS.

G.O.	No.	Department.	Date.

9

of Coffee Estates on the Shervaroy Hills

Name	Owner	Acreag
Moganand Peak	Mr. S. M. Hight	348
—	Mr. Bruce Short	160
Aislaby	Mr. F. D. H. Short	183
—	Mr. L. B. Short	54
Kurdyoor	Mr. C. K. Short	200
Meelanie	Mr. C. K. Short	130
Scottforth	Rev. W. Leeming	894
Woodlands	Messrs Short Brothers	325
Brookland	Mr. W. Short	332
Swinton	Mr. F. D. H. Short	85
Riverdale	Mr. T. K. Short	135
Hope Ville	Mr. L. B. Short	107
Stanmore	Mr. W. S	123
Bailymund	Mr. Foulkes	108
Glenpeak	Mr. McMahon	146
—	Mr. Laing	37
—	Misses Short	98
Highbury	Mr. Ryle	95
—	Mr. Evans	232
Maryland	Mr. T. Short	534
Campbellton	Mr. G. Campbell	127
Queenieland	Mr. Daly	25
Kudrabauchee	Mr. Cherry	160

Order—No. 2180 W., dated 15th August 1899.

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4. Meanwhile the planters on the Shevaroy Hills will, with reference to the letter of the Honorary Secretary, Shevaroy Planters' Association, No. 896, dated 13th April 1899, be requested to state what contribution they will make towards the proposed road which is being constructed principally in their interests. It is observed that the District Board is prepared to allot an amount equal to that contributed by the planters, but not exceeding Rs. 34,000, according to its original promise, and to bear a fair proportion of the cost of maintaining the road when constructed.

(True Extract.)

Under Secretary to Government.

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

Exd. S. J. Pereira.

8

Public Works (1899) Department.

No 2180 W. of 15/8/99

CURRENT No. 741

From

The Suptg: Engineer,
IV Circle.

No. 31/W

Dated 21-1-99

Received
Registered } 26-1-99

Enclosures 2 (1 plan)

Spare copies.

SUBJECT.

Map of the Shevaroy Hills

Submits a — giving all the information asked for and also a list giving the names of the Coffee estates and showing the positions on map.

P. W. 20.
1,000—28-11-93.

ols 2/9
R22/6

24	Devil's Leap
25	Altheyar
26	Inglewood
27	Swiss view
28	Silestria
29	Lake view
30	Muedambar
31	Belvidere
32	St Josephs
33	Gundur
34	Tipperary
35	Toppakadu
36	Clifton
37	Charlie
38	Pasakadadi
39	Glendanby
40	[illegible]ney[illegible]
41	Potakad
42	The Firs
43	Glendower
44	The Grange
45	Yercaud

Madame Sicé	13
Mr. W. H. Stanes	31
Mr. W. T. Lechler	20
Mr. J. Campbell	19
Mr. Limongin	
Mr. Gilbert	59
Mr. Foulkes	306
Mr. Lechler	102
Mr. A. G. Nicholson	162
R. C. Mission	61
Mr. Foulkes	386
Madame Sicé	41
Mrs. M. Dickens	253
Mrs. Dickens, Madame Sicé	229 56
Mr. H. Dickens	31
Mr. C. Rahm	88
Mr. Foulkes	425
Mr. Manickam Mudaliyar	
Mr. Turner	188
Mr. C. Rahm	43
Rev. J. Kempff	40
Mr. D. S. Robinson	110
Mr. Foulkes	762
Mr. R. Gompertz	404
Mr. Foulkes	23-
~~Madame Sicé~~	85
Mr. [illegible]	45
C. Rahm	34

	Yercaud
46	—
47	Valabakadu Pe
48	Cauvery Peak
49	Carrara
50	Honey rock
51	Balmadies
52	Brooklyn
53	Hawthorne
54	Craigmore
55	Johns
56	Pillypar
57	—
58	Highfields
59	Vanian
0.	Pathar
61	Cascades
62	—
63	—

Dickens	564
M J. Campbell	[illegible]3
M Licot	37
Mr. Martin	30
Mr. Caster	44
Mr. Short	559
Ponnusawmy Pillai	46
Mr. W. W. Hight	89
Mr. Cole	346
Mr. Ricketts	140
Mr. Morris	60
R. C. Mission	
Mr. C. G. Lechler	160
Mr. A. G. Nicholson	
Mr. Gaitskell	170
Mr. Arunachalam	82
Mr. A. G. Nicholson	115
Mr. T. Tullet	66
Madame Sicé	12
Rev. Bruyere	146
Madame Sicé	185
Mr. C. Rahm	220
Mr. E. Dickens	40
Rev. J. Kempff	72
Mr. Large	156
Mr. King Karman	376
Mr. Kirwan	49

64	D° ——	Mr. R. Foulkes	101
65	Glazebrook	Mr. J. B. Nicholson	279
66	Vanguard	Mr. Windle	260
67	——	Mr. Pitchard	145
68	——	Mr. R. Gompertz	238

SUPG. ENGINEER'S OFFICE P.W.D.
No. 403 R
19 JAN 99
FOURTH CIRCLE.

Executive Engineer
Salem Divisi

18/1

No. 31/W

Print

Office of the Superintending Engineer,
FOURTH CIRCLE,
Camp Malapuram ~~Coimbatore~~ 21st January 1899.

No 2128 W
15-2-98

18

From

A. H. Garrett Esq
Superintending Engineer,
Fourth Circle, Coimbatore.

To

The Chief Engineer
P.W. Department

Enclosures.

1 List
1 map by Book Post

Sir,

With reference to your Memorandu
No. 5768C dated 22nd December 1898, I have the honor to submit herewith a map of the Shevaroy Hills giving all the information asked for, and als
a list giving the names of the Coffee estates the positions of which are shown on the map by numbers.

I have the honor to be
Sir
Your most Obedt Servt

A H Garrett

Supg. Engineer
4th Circle

12

Public W&B (1899) Department.

~~No: 1376 C D/ 6-3-99~~

Memo

With reference to letter No. 880 dated 22nd Febry 1899 from the Hony. Secretary, Shevaroy Planters' Association, it is observed that the papers forwarded do not state what contribution the planters are prepared to make towards the construction of a cart road. This should be reported, as requested in para 2 of G.O. No. 210 W D/ 23rd Jany 1899.

AEK
1-2-99.

Sent
1/3/99
W.

CURRENT No. 1668

741

W/
491

From
The Hony. Secy. Shevar
Planters' Associati

No. 880

Dated 22-2-99.

Received
Registered 24.

Enclosure 1

Spare copies.

Pw.
To The Hony Secy. Shevaroy Planters' Assocn.

W/

Await receipt of printed copy & other replies to G.O. No. 210 W D/ 23.1.99
AEK 2-99.

Put up papers ... 27
D.W
W
27/2/99

SUBJECT.

Forwarding copy of the Reso
passed by the Associa
regarding the Ghaut road
from Yercaud to Salem

Note - In the papers now forwarded the Planters say nothing about the contribution they are prepared to make.

W's instructions on the enclosure will be carried out when the map returns.

B/

Prepare draft as ... SHW

P. W. 29.
1,000—29-11-98.

BACK PAPERS.

G.O.	No.	Department.	Date.
	210W	P.W.	23.1.99

FURTHER PAPERS.

G.O.	No.	Department.	Date.

No. 880 15 Print

SHEVAROY PLANTERS' ASSOCIATION,

---

4 3/ 13 Print ~~out~~

SHEVAROY PLANTERS' ASSOCIATION,
YERCAUD.

Extract from Proceedings of a meeting of the
1. Shevaroy Planters' Association held on the 20th Sept 1899
Proposed by Mr. W. J. Decker
Seconded by Mr. J. C. Large

Salem is the Capital of the District, & a cart-road is wanted from Yercaud to Salem — not merely to the plains. — A very much larger number of planters are in favor of Bailey's than of any other Road. The Chief Engineer states in his note of 3rd Decr (para 3, page 5 of the G.O.) that the distance from Yercaud to Mullapooram is 25 miles; whilst that by Bailey's Ghaut to Salem Station is about 19. — Salem is a town of some [illegible] inhabitants, from which all supplies for the Hills are drawn. Mullapooram is a small village. — All — or almost all — the manure imported & the coffee exported, comes from, & goes to, the Western, not the Eastern, Coast. — The Rail distance to the West Coast is 27 miles longer from Mullapooram than from Salem. — Moreover, it is believed that the Madras Railway authorities contemplate the construction of a light Railway from Salem Ry. Station (Sooramangalam) to the foot of the Salem Ghaut, where Bailey's trace begins, which would bring Yercaud within 13 miles of the Railway.

In view of these facts, I propose that Govt. be respectfully urged to sanction the construction of Bailey's road & be informed

o L S 219

BACK PAPERS.

No. 880 15

1

2 P

SHEVAROY PLANTERS' ASSOCIATION,
YERCAUD.

14

53 p

SHEVAROY PLANTERS' ASSOCIATION,
YERCAUD.

informed (with reference to para 13 of the note of the Chief Engineer of 3rd Decr 1898) that the construction of a cart-road to Mullaporam, or to any other place than Salem, could not be "accepted as a final solution of the question and a fulfilment of the promise of Govt."

Carried by 22 votes to 9

(True extract)

Hony. Secy Shevaroy Planters' Assocn

91

o L 3219

BACK PAPERS.

No. 880 15

1

2P

SHEVAROY PLANTERS' ASSOCIATION,
YERCAUD.

22nd Feby 1899

To,

The Secy to Govt. P.W.D.
Madras

Sir

I have the honor to acknowledge receipt of G.O. No 210 W, D/28th Jany 1899, & to inform you that, in compliance therewith, I convened a meeting of the Shevaroy Planters' Association, on Monday the 20th inst: & to append a copy of the "Resolution" passed thereat, about the proposed Ghaut Road, which was carried by (22) Twenty two votes to (9) nine.

2. In para 10 of his note of 3rd Decr 1898, the Chief Engineer states that though he "consulted several planters & residents on the subject of this Road, he could find very little unanimity amongst them". — Planters' Estates are scattered all over the hills; & there are some which would be better served by each of the five roads* alluded to than by any other of them. — It is therefore impossible to obtain complete unanimity among them. — But it was felt that No. 1 was excluded by its length, No. 2 by its cost, & No. 4 by its impracticability: & that the choice, which would otherwise have been confined to Bailey's trace, was to some extent divided between that

* 1 Manjavedi Ghaut
2 O'Connell's trace
3 Bailey's trace
4 Atur Ghaut
5 Kullapooram Ghaut

2.2

meeting held on the 13

o.L.S 217

BACK PAPERS.

Ows. 1
1680/35

No. 880
1

15 Pew

2 P.

SHEVAROY PLANTERS' ASSOCIATION,
YERCAUD.

22nd Feby 1899

To,

The Secy to Govt. P. W. D.
Madras

Sir

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* 1 Manjavadi Ghaut
2 O'Connell's trace
3 Bailey's trace
4 Atur Ghaut
5 Mullaporam Ghaut

2.2

Meeting held
13

wd 2/3/99

o L S 219 No 3/6

3 P. 16

SHEVAROY PLANTERS' ASSOCIATION,
YERCAUD.

that to the Mullapooram Ghaut — on account of its greater cheapness.

3. The feeling amongst the Residents of Yercaud & amongst the merchants & traders of Salem, is I believe absolutely unanimous in favor of Bailey's Ghaut, as the Mullapooram Road would be completely useless to them.

4. The Chief Engineer states, in para 12 (cl. 2 + 3) of his note of 3rd Decr 1898, that no Road could benefit or be used by any but a section of the community, which did not connect Yercaud with Salem as directly as possible; & that the minimum cost of such a connection (by Bailey's Ghaut) would be (3) three Lakhs. But I submit that this is a mistake. — The Estimate for this Road prepared in 1887, by Col. Beatty R.E., amounted to Rs 211,781; & I know that a European contractor — now a Planter — called upon the Chief Engineer during his visit to Yercaud in August last, & offered to construct the Road at the rates given in this Estimate, but was refused because the Chief Engineer considered them too high. — As the Estimate alluded to comprised Rs 23,500 for contingencies & petty supervision, which would be greatly reduced if the work were given to a contractor, it would seem that the Road could be made for about 2 Lakhs of Rupees.

5. The proceedings of the meeting have been sent to be printed, in extenso; &, as soon as I get them I will submit a copy for the information of Govt.

I have the honor to be
Sir
Your most Obedt. Servt.
[illegible]
Hony Secy S. P. A.

13

wd 2/3/99

0 L 3219 A 16

17 L6:38

P. W. (1899) Department.

CURRENT No. ~~1797~~ 1798

Printed 'F'

1668 3.-29

From The Hony Secretary S. P. Association

No. 888

Dated 25-2-99

Received
Registered 31-3-99

Enclosures 2

Spare copies.

W/ Await other replies to G.O. 210 W. 23.1.99.

Ack 8.3.99

and 2/3/99 [illegible] W

SUBJECT

Forwards a copy of the Pros. of the Shevaroy Planters Association at a meeting held on the 13th

[P. W. 29. / 1,000—29-11-98.]

o L5219 12/3/16

7 S p 18 Print

SHEVAROY PLANTERS' ASSOCIATION.

Proceedings of a Special General Meeting of the Shevaroy Planters' Association to consider the correspondence forwarded by Government with regard to the proposed New Ghaut Road, held in the Victoria rooms, at Yercaud, at 1 p.m., on Monday the 13th February 1899.

PRESENT.

Messrs. Rahm, S. M. Hight, C. D. Ricketts, E. Dickins, C. K. Short, W. J. Lechler, Revs. J. M. Kempf, M. Andersen, Messrs. Thurston Short, C. Rahm, C. A. G. Turner, J. C. Large.

PROXY.

Mr. W. Hight, by Mr. S. M. Hight.
Mr. H. R. Newport, as a *Visitor*.
Mr. C. G. Lechler, *Chairman*; Mr. R. Gompertz, *Hon. Secy.*

1. Notice calling the meeting was taken as read.

2. Mr. Hight and others objected that sufficient notice of the meeting had not been given and thought that it should be postponed. The Honorary Secretary explained that he considered the matter urgent and had sent a notice to every member at present on the Hills and that there were several precedents of the usual notice having been dispensed with, on the plea of urgency. No formal motion was proposed, but on the Chairman's calling for a show of hands, it was found that the majority were in favor of the business being proceeded with.

3. The Honorary Secretary then read out the correspondence referred to, *viz.*, G. O. No. 210 W. of 23rd January 1899.

4. After a lengthy discussion, the following motion was proposed by Mr. W. J. Lechler, seconded by Mr. J. C. Large.

Salem is the capital of the District, and a cart road is wanted from Yercaud to *Salem*—not merely to the plains. A very much larger number of Planters are in favor of Bailey's, than of any other road. The Chief Engineer states in his note of 3rd December

12 d/-

× last (para. [illegible] page 5 of the G. O.) that the distance from Yercaud to Mullapooram is 25 miles, whilst that by Bailey's Ghaut to Salem station is about 19. Salem is a town of some 80,000 inhabitants, from which all supplies ~~from~~ for the Hills are drawn. Mullapooram is a small village. All—or almost all—the manure imported, and the coffee exported, comes from, and goes to, the Western, not the Eastern coast. The Rail distance to the West coast is 27 miles longer from Mullapooram than from Salem. Moreover it is believed that the Madras Railway Authorities contemplate the construction of a light railway from Salem Railway station (Suramangalam) to the foot of the Salem Ghaut where Bailey's trace begins, which would bring Yercaud within 13 miles of the Railway.

In view of these facts, I propose that Government be respectfully urged to sanction the construction of Bailey's road; and be informed (with reference to para. 13 of the note of the Chief Engineer, of 3rd December 1898) that the construction of a cart road to Mullapooram, or to any other place than Salem, could not be "accepted as a final solution of the question, and a fulfilment of the promise of Government."

AMENDMENT.

Proposed by Mr. T. Short.

Seconded by Mr. S. M. Hight.

That this meeting be adjourned till Monday the 20th instant at 1 p.m. *Carried.*

The meeting was accordingly adjourned till the 20th instant when the above motion will be put.

(Signed) C. G. LECHLER,
Chairman.

(„) R. GOMPERTZ,
Honorary Secretary.

HIGGINBOTHAM & CO., MADRAS & BANGALORE—1899.

~~9 $/-~~ 18-A

4. Proposed by Mr. Bruce Short.

Seconded by Mr. S. M. Hight.

That as many Planters are not members of the S. P. Association its decision would not be that of the Planters of Shevaroy Hills, that, therefore, statistics of coffee and native grain cultivation served by each Ghaut (the Mullapooram and Bailey's) be sent in for the information of Government.

1ST AMENDMENT.

Proposed by Mr. Gompertz.

Seconded by Mr. King-Harman.

That the acreage under coffee of all the Planters who vote for Bailey's Ghaut and for the Mullapooram Ghaut be sent in to Government.

2ND AMENDMENT.

Proposed by Mr. Kempf.

Seconded by Mr. C. Dickins.

That statistics be obtained shewing the amount of supplies of all kinds coming up and going down the Nagalore side and also on the Salem side for the information of Government.

The second amendment having been put to the meeting and carried, neither the 1st amendment nor the original motion were put to the meeting.

5. The Honorary Secretary stated that he was unable to furnish these statistics himself, but said he would endeavour to obtain them from the Tahsildar.

6. The meeting terminated with a vote of thanks to the Chairman.

(Signed) C. G. LECHLER,
Chairman.

(„) R. GOMPERTZ,
Honorary Secretary.

HIGGINBOTHAM & CO., MADRAS & BANGALORE.

Oc.5.11
157/55

HIGGINBOTHAM & CO., MADRAS & BANGALORE—1899.

Oc.5.11
157/55

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854 19

Print

SHEVAROY PLANTERS' ASSOCIATION.

Proceedings of an adjourned Special Meeting of the Shevaroy Planters' Association held in the Victoria Rooms, on Monday the 20th February 1899, at 1 p.m., to consider the question of the proposed Carriage Road up the Ghaut.

PRESENT:

Messrs. King-Harman, S. M. Pritchard, Thurston Short, Fred. Short, C. K. Short, Bruce Short, C. D. Ryle, R. A. Gilby, Rev. J. M. Kempf, S. M. Hight, W. Hight, J. C. Large, C. Rahm, C. Dickins, E. Dickins, C. A. G. Turner, C. D. Ricketts, Rev. M. Andersen. Mr. C. G. Lechler, *Chairman*; Mr. Gompertz, *Honorary Secretary*.

PROXIES.

Mr. L. E. Kirwin	...	By	... Mr. King-Harman.
,, C. Rahm, Senior ,, W. Rahm ,, D. S. Robinson		By	Mr. C. Rahm.
Mrs. Dickins	...	...	... Mr. E. Dickins.
,, L. Ricketts	...	...	... Mr. C. D. Ricketts.
Mr. W. J. Lechler Mrs. Gaitskell Mr. A. G. Nicholson ,, E. G. Windle ,, H. B. Evans		...	... Mr. C. G. Lechler

1. The Chairman read out G. O. No. 210 W., dated 23rd January 1899.

2. Also the Proceedings of a Meeting of eleven Planters (of whom five do not belong to the Association), held at Nagalore on the 17th instant.

3. After much discussion,

The Chairman read out the motion proposed by Mr. W. J. Lechler and seconded by Mr. J. C. Large, on the 13th instant.

AMENDMENT.

Proposed by Mr. Thurston Short.

Seconded by Mr. S. Hight.

That the Mullapooram Ghaut be accepted as a solution of the question, and a fulfilment of the promise of Government to meet the requirements of the Planters, for the following reasons:—

(a) *Cost* 1½ lakhs against 4 lakhs, Bailey's trace.
(b) *Distance*—about the same, 19½ against 20 miles.
(c) *Cost of upkeep—nil* in comparison with Bailey's trace.
(d) *Water*—natural supply against expensive storage.
(e) Ready for traffic in one year against three years or more.
(f) Taps a larger planting interest.
(g) Taps a larger number of villages en route.
(h) Of the 19½ miles Mullapooram Ghaut Road, 5 miles have been kept up by the District Board Fund; thus there is an annual saving in upkeep of five miles.

Mr. Gompertz spoke against the amendment, pointing out (a) that it had never been asserted that Bailey's Ghaut would cost more than three lakhs, whilst contractors were willing to construct it on the original estimate of a little over two lakhs; (b) that the Chief Engineer, in the G. O. under discussion, called the distance in one place 25 miles, and in another 22, but never 19½ or 20; (c) that it was absurd to say that the upkeep would be *nil*, in comparison with Bailey's road. Once made the upkeep of the Ghaut, mile for mile, must be nearly the same; (d) that he personally knew of a stream that ran about half-way down the Ghaut (and had no doubt it found its way to the bottom) in close proximity to Bailey's trace; (e) that absolutely no grounds had been given for the unlikely assertion that Mullapooram Road would be ready for traffic in one year, whereas Bailey's trace would take three; (f & g) that these were merely assertions, which if true, were capable of easy proof, in the absence of which he must flatly deny them; (h) and that the amount spent on the upkeep of the Nagalore Road by the District Board would be totally inadequate to keep it in repair under the increased traffic which must result if it became part of the Ghaut Road.

The amendment was then put to the meeting and lost by 20 votes to 10; Mr. Gilby not voting.

The original motion (Mr. Lechler's, in favor of Bailey's trace) was then put and carried by 22 to 9.

No. 838

6 P

SHEVAROY PLANTERS' ASSOCIATION,
YERCAUD.

25th Feby 1899

To,

The Secretary to Govt., P.W.D.
Madras

Sir

[illegible] 1668/99

In continuation of my No. 880 of the 22nd inst., I have the honor herewith to forward a printed copy of the Proceedings of the Shevaroy Planters' Association, at a meeting held on the 13th, & adjourned to, & completed on, the 20th inst., for the information of the Govt. of Madras.

I have the honor to be
Sir
Your most Obedt. Servt.
R O Gompertz
Hon. Secy. S. P. A.

to be placed on file

27/2/99

21

Public works (1899) Department.

CURRENT No. 2259

From

The Honry. Secretary

Shevaroy Planters' Association

No. 892 Yercaud

Dated 13. 3. 99.

Received
Registered } 14. 3. 99.

Enclosures

Spare copies.

SUBJECT.

Acknowledging ~~Memo.~~ No. 1376 C of 6-3-99 & stating that he will lay it before the Association at its meeting after the Easter holidays.

Await replies to L.O. No 210 W of 23.1.99.

Ack 15.3.99

Sent 15/3/99

W.

SMW

[P. W. 20. 1,000—29-11-98.] 025219

12/16

BACK PAPERS.

G.O.	No.	Department.	

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Urgent

Public Works (1899) Department.

CURRENT No. 2511

Order

This is a strong [illegible] upon the Mettupalaiyam [illegible] in preference to Muttapuram [illegible] I am not at all certain that [illegible] road will not be [illegible] required –

[illegible] 25/3/99

[illegible] 23.1.99

AK 23.3.99

L.O. 23/3/99

[illegible] / Heard [illegible] 23.3.99

Put up file

22/3/99

A52/9 23/6

From The P.W.D. Railway Branch

No. 121 R.M.

Dated 21st March 99

Received 22.3.99

Registered

Enclosures 1

Spare copies

SUBJECT.

Cart road for the Shevaray Hills

Enclosing copy of letter from the Agent & Manager M. Ry objecting strongly to the Muttapuram Ghat road scheme & supporting the proposal that connection of the Shevarays with the Ry should be made on the Salem

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date

892

10 P

SHEVAROY PLANTERS' ASSOCIATION,
YERCAUD.

13th March 1899.

To,

The Secretary to Govt., P.W.D.
Madras.

Sir

I have the honor to acknowledge your No. 1376 C of the 6th inst.; & in reply to state that I will lay it before the Association at its next meeting after the Easter holidays & will inform you of the result.

2. Meantime I have the honor to submit for the information of Govt. that the same coffee which was selling 2 or 3 years ago for Rs 18/ a bushel will not fetch more than 7 or 8 Rupees (p.bl.) just now.

3. As the cost of production remains the same it will be readily understood that coffee planters are at present on the verge of ruin & that it is very unlikely that they will be able to subscribe anything appreciable towards the proposed Ghat Road, unless prices considerably improve.

I have the honor to be
Sir
Your most Obedt. Servt

Hon. Secy. S.P.A.

1254

24

Print

Copy of letter from the Agent and Manager, Madras Railway, No. 11694/266, dated the 13th March 1899.

With reference to G.O. No. 810 W., of the 23rd January last on the subject of providing a cart road for the Shevaroy Hills, I have the honour to inform you that there would appear to be two serious objections to the proposal to construct a ghaut road to Mullapuram.

First. Mullapuram is an exceedingly feverish station during the cold months, so much so that most of our Engineers both on the 1st and 2nd District avoid sleeping at Mullapuram for this reason whenever they can make other arrangements. The station is therefore, in my opinion, not only an unsuitable place to locate a large staff such as would be required to meet Hill Traffic, but would also be unpopular with planters and visitors travelling to and from the Shevaroy hills.

Secondly. As recorded in para 10 of Mr. DeWinton's note, all supplies for the Hills are obtained from Salem which is a large centre of trade and is also the Head Quarters of the District, and it therefore appears to me improbable that a ghaut to Mullapuram would be used for anything except the cartage of coffee and manure.

2. It is contemplated to construct a branch or feeder line from Suramangalam to Salem Town and with the opening of such a line, the Traffic would of necessity be between Salem, the centre of trade, and the Hills, and a ghaut road terminating at a village in the Jungle like Mullapuram would not divert very much traffic out of its natural channel to and from Salem, and would doubtless be little used.

3. As it is only a question of time for Railway feeders to be laid between Salem station and Attur, Namakal and the foot of the ghaut, I am very strongly of opinion the ghaut road should take off from the slope on the Salem side of the hills.

4. The whole matter is apparently a question of about a lakh of rupees, and I cannot help thinking that the Government would be well advised to invest the larger sum in a

Ghaut road to Salem rather than spend a considerable amount of money on the Mullapuram Ghaut with the possibility of its proving to be of very little use to the people for whose benefit it is constructed.

Urgent

25

Form No. 6.

Public Works Department,

Railway Branch.

No 121 R.M

OFFICE NOTE No.

11 P

Dated 21st March 1899.

From

The Joint Secretary to Government, P. W. D. (Railway Branch),

To

The Secretary to Government,
Public Works Department.

With reference to G.O. No.210 W dated the 23rd January 1899, I send herewith a copy of a letter from the Agent and Manager, Madras Railway Company, No.$\frac{11694}{266}$, dated 13th March 1899 objecting strongly to the Mullapuram ghat road scheme and supporting the proposal that connection of the Shevaroys with the Railway should be made on the Salem side.

The Madras Railway Company contemplate making a light feeder line to the foot of the hills, and I have it in my mind to advise them to offer also to make and work a wire-airway from the terminus of the railway to the nearest point on the top of the spurs whence a level road can be got.

I shall see the place in a few days and will then report further.

Francis J. B. Spring

Joint Secretary.

8/ P. W. 3376 L.O.R.-38

~~Local & Munl.~~ (1899) Department.

CURRENT No. ~~4016~~ 3399

ASSISTANT SECY TO GOVT
14 APR. 1899
LOCAL MUNL EDN & LEG DEPT

From

The President,
District Board,
Salem.

No. 137/Govt

Dated 11th April 1899.

Received } 27.4.99
Registered }

Enclosures ~~[illegible]~~ 1

Spare copies

SUBJECT.

Shevaroy Hills Ghat road

Submitting copy of the resolution passed by the Salem District Board at its meeting held on the 24th March 1899 regarding the best route to be adopted for — and promising certain contribution for its construction.

Pront Prout

a

~~Order~~ No. 471 Dt 26-4-99

Transferred to the Public Works Department.

A Elzington
Ag Assistant Secretary

[illegible]
25/4/99

W/ await reply from the Collector of Salem to [illegible] No. 210 Dt 23-1-99
Ap 1.5.99
DW.

Aut 1/5/99

Rm

[illegible] 0.2.S.57 0.2.S.219
[illegible] 23/6 24/4

BACK PAPERS.

G.O.	No.	Department.	Date.
210 W		P.W.D	23-1-99

[illegible]

27

131

Extract from the Proceedings of the District Board, Salem, passed at its Meeting held on the 24th March 1899.

—:o:—

PRESENT.

Robert B. Clegg. Esq. President.

Ex-officio members

1. J. G. Burn Esq. Head Assistant collector Tirupatur,

Official members (nominated)

2. M.R.Ry. T. N. Ramachandra Aiyar Avl. B.A. Treasury Deputy collector, Salem and Vice President.
3. Lieut: col: A. A. Rogers Harrison I.M.S. District medical and Sanitary officer, Salem
4. G. B. Lambert. Esq. Executive Engineer Salem ~~Division~~.

Non-official members (nominated)

5. M.R.Ry P. V. Krishnasawmy Naiker Avl.
6. " N. Ramakrishna chettiyar Avl.
7. Rev: A. A. Dignam
8. M.R.Ry Ramasawmy Goundar Avl.
9. Mir Mahomed Habibullah Sahib

Official members (Elected)

10. M.R.Ry K. Raghavendra Rao Avl. B.A. Tahsildar of Tiruchengodu.
11. M.R.Ry T. N. Ramachandra Rao Avl. Tahsildar of Krishnagiri.

Non-official members (Elected)

2. MRRy. D. Seshagiri Iyer Avl.
3. " V. Neelacanta Mudaliyar Avl.
4. " T. Ramasawmy Iyar. Avl.
5. " D. M. Kanakarathnam Pillai Al. B.A.
6. " Nabi Sahib.
7. Peer Batch Sahib.

× × × ×

7. Read G.O. No: 210 W. dated 23 January 899 referring for the opinion and consideration of the District Board as to the best route to be adopted for the Shevaroy Hills Ghat road, and requesting the District Board to state what contribution it is prepared to make towards its construction. 1 in G.O. 361/16 14 P

Resolution:— The Board is of opinion that as the road proposed is one in which the general planting community is mainly interested that body should make a substantial contribution towards its construction. The Board is prepared to allot an equal amount not exceeding Rs 84,000 according to its original promise, but is not prepared in the general interest of the tax-payers of the plains to allot more,

---

20

nor to bear more than a fair proportion of the cost of maintenance.

2. As regards the best route to be adopted the Board is opinion with the planter's association that a road from the Salem side will be most generally useful. 15 P

× × × ×

(sd) Robert. B. Clegg
President

AL & MUNICIPAL DEPT
URRE[illegible] 1101L

(True extract and copy)

No. 137/Govt. Dated 11th April 1899.

13½ P Despatched 13-4-99.

Submitted to Government with reference to G.O. No: 361 L. Mis, dated 16th February 1899.

President
13-4-99

13.4.99.

13.iv.99

L.O. No. 11 38 ~~21~~

Public Works (1899) Department.

CURRENT No. 3124

From The Hony. Secretary
Shevaroy Planters' association
Yercaud.

No. 896

Dated 13. april 99
Received } 14. april 99
Registered }
Enclosures
Spare copies

C No. 3123 + 3724

Await: replies to
G.O. No 210 W. 23.1.99

Alk
19.4.99.

ant
19/4/99

W.

SUBJECT.

Forwards copy of a Resolution passed by the Planters association on the 10 Inst on the subject of contributions for the construction of a cart road.

[P. W. 10. 3,000—14-99-9.] O.C. 512 27/4

O.C. 5219 A 23/6

BACK PAPERS.

G.O.	No.	Department.	Date.
	137 b C	P.W.D	6-3-99
	210 cl	"	23-1-99

896

30 April

17 P

SHEVAROY PLANTERS' ASSOCIATION,
YERCAUD.

13th April 1897

To,
The Secretary to Govt, P.W.D.
Madras.

Sir,

In continuation of my No. 892 of the 13th inst replying to your No. 137 b c of the 6th idem, I have the honor to append copy of a Resolution passed by the Planters Association at their last meeting on the 10th inst.

Resolution

Read memo No. 137 b.c., Public Works Dept., Govt of Madras, d/6th March last, enquiring what contribution the planters were prepared to make towards the construction of a cart Road (to the plains &c)

Resolved that the Hony Secy be requested to reply that until Govt informs the Association which Road they have decided to construct, the planters are unable to state what amount they are willing to contribute; at the same time referring to his letter No. 892 of the 13th March last.

R S Thompson
Hony Secy S. P. A.

30.

Public Works (1899) Department.

CURRENT No. 3123
3124
1376 6.3.99.

From The Hony. Secretary
Shevaroy Planters associa-
tion.

No. 897

Dated 13—4—99
Received }
Registered } 14—4—99
Enclosures 2
Spare copies

SUBJECT.

Forwards, for the information of Govt., statistics, obtained from the Tahsildar of Yercaud, showing the amount of supplies of all kinds going up & down the Nagalore side and also on the Salem side of the Ghaut.

JAW/

P. W. m. [illegible]

o L. 512 R21/4

o L5219 R 23/6

BACK PAPE

G.O.	No.	Department.

Statement of Traffic in the Salem Ghaut Road at Gundur Village half way from the foot of the hill.

Year.	Pack Animals	Cattle	Horses	Total		Total ~~Cultivation~~ Collection		Remarks.
1897. April	1108	14	3	1125	70	8	„	
May	1317	19	3	1329	83	4	„	
June	1026	17	4	1227	76	15	„	
July	1120	16	4	1140	71	8	„	
August	1336	20	5	1361	85	6	„	
September	1282	19	2	1303	81	9	„	
October	1188	16	4	1208	75	12	„	
November	1150	16	3	1169	73	4	„	
December	1376	15	5	1396	87	9	„	
January	1439	16	3	1458	91	5	„	
February	1535	19	3	1557	97	8	„	
March	1584	19	3	1606	100	..	„	
Total	15681	206	44	15875	955	1	„	

65 138 1377/6 „ 15 2171 23/6 Reminder despatched on 2

Statement of traffic Attur Kadiampattie Ghaut Road at foot of the Hill.

Year	Pack Animals	Coolies on foot	Cattle	Horses	Asses	Total	Total Collection			Remarks
1897 April	327	29	5	3	1	365	28	8	"	
May	[illegible]	25	3	3	"	446	32	12	"	
June	318	25	6	4	1	344	26	6	"	
July	400	32	4	2	"	438	33	8	"	
August	322	44	2	1	"	349	26	6	"	
September	240	21	3	1	"	265	20	9	"	
October	403	22	4	4	"	433	18	13	"	
November	350	31	3	2	1	386	30	1	"	
December	500	32	1	–	–	533	39	5	"	
1898 January	700	28	3	1	–	732	51	1	"	
February	715	29	4	2	1	751	52	9	"	
March	898	39	4	2	1	944	66	6	"	
Total	5382	337	40	27	5	5784	4[illegible]	4	"	

pd. 1/ 3/4/99

No. 30/Mis ... 33

Dy. Tahsildar's Office
Yercaud
D/ 25-3-99

From
The Dy. Tahsildar
of Shevaroy Hills

To
R. Gompertz Esq.
Hony: Secy: Shevaroy Planters'
Association, Yercaud.

Sir, With reference to your letter No. 8815/24.2.99 I regret to inform you that no Statistics of the kind you require are maintained in this Office, but I tried my best to gather this information and I give the following:—

I enclose a statement of the traffic through the Salem Ghat Road and the Attur Kadiampattie Road.

(2) The contract for Gundoor Toll gate (11)
Salem Ghat Road Rs 1898-99 655 1899-1900 Rs 862 ~~657~~
Do. Attur Ghaut Road Rs 201 — Rs 159.

(3) In the Kadiampattie Road or Mangalore side, Coffee, Galunts are sent down on pack Animals & head loads and the imports are Manure, Rice, Ragi, Tiles, Chunam and other articles from Madras that alight in Kadiampattie Railway Station.- from Mallapuram Road the imports are Manure, Ragi on back of Asses and or Coolies, the exports are Coffee and orange fruits. In Salem Ghat Road the imports are Rice, Ragi, chillies, and all other things the weekly markets, Manure, brick, Tile chunam

Reminder despatched on [illegible]

Chunam etc on pack animals and head loads all travellers on chairs are brought through this road — few travellers in Kadiampattie road. The exports by the Salem Ghat Road are Coffee, Galunts, oranges and other fruits on pack animals & on Coolies. The sheep, bullocks etc for butchering come up by the Salem Ghat Road and also things from Madras that via Suramangalam are brought up by the Salem Ghat Road —

These are the available informations as far as I can gather.

I have the honor to be
Sir,
Your most obedient servant
(Signed) Chokkumu Pillai
Dy Tahsildar

True Copy
A. O. Gompertz
Hon: Secy. S. P. A.

No 897

[illegible]

16 [illegible]

34.

SHEVAROY PLANTERS' ASSOCIATION,
YERCAUD.

13th April 1899

To,

The Secy to the Govt. of Madras
Public Works Department
Madras.

Sir,

I have the honor to inform you that at a Special General Meeting of the Shevaroy Planters' Association convened on the 20th Feby last to consider the question of the proposed carriage Road up the Ghaut, it was resolved that statistics be obtained from the Tahsildar showing the amount of supplies of all kinds going up & down the Nagalore side, & also on the Salem side, for the information of Govt.

2. In accordance with this resolution I have the honor herewith to enclose a copy of the information kindly supplied by the Tahsildar of Yercaud.

3. I have the honor to point out that the "Athur Ghaut" Road branches off from the present road between Yercaud & Nagalore about midway between these two places.

I have the honor to be
Sir
Your most Obedt. Servt.
A. O. Gompertz
Hon. Secy. S. P. A.

No 210 W. d/23-1-99
1389 R d/10-11-98

35

P. W. Current No: 4019

RAILWAY.

Government (1899) of Madras.

PUBLIC WORKS.

Recd. 17.5 } 1899.
Regd. 19.5 }

Enclosures

Spare copies 6

G.O., No. 566 Ry., 11th May 1899.

MAY.

Await reply of the Collector of Salem to G.O. No 210 W d 23.1.99

18 abstract

Print abstract only.

Narrow gauge Railway from Salem Station to the foot of the steep ascent leading up to Yercaud

Passing orders on certain suggestions of the Consulting Engineer for Railways, in connection with the proposal for the construction of a short line of — on the Shevaroy Hills.

Remind him

Reminder despatched on 23

o.c.s 138 R 27/5

o.c.s 219 R 23/6

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

G.O., No. 1389 Ry., dated the 10th November 1898.
„ „ 210 W., dated the 23rd January 1899.

Read also the following :—

Note by the Consulting Engineer for Railways, Madras, dated 7th April 1899.

On March 31st I went over the line of country proposed by the Agent, Madras Railway Company, for a short line of narrow gauge railway from Salem station of the Madras Railway through Salem town and civil station to the foot of the steep ascent leading up to Yercaud on the Shevaroy Hills. I was much struck with the suitableness of the hill slopes, from the foot of the ghât to Yercaud on the top, for one or other of the wire airways which have now been brought to such perfection in other countries than India. It suggests itself that the Madras Railway Company would be well advised to consider the advisability of making such an airway as a part of their branch railway scheme, in order to be able to book goods through between Yercaud and their Salem station. I see in G.O., No 210 W., dated 23rd January 1899, that in 1896 a proposal was made to utilise the Periyár wire ropeway for the ascent to Yercaud, but it was found unsuitable. That however is no reason why a properly designed wire ropeway should be found unsuitable. It is not a sort of thing that can very well be taken down at one place and put up at another; for every detail of it has to be designed to suit the special profile of the country—that is, not only details of the supports, but also of the rope itself the strength and cost of which varies, within limits, with the spans.

2. I find from the Public Works G.O. above referred to that the proposals before Government for giving the Shevaroy Hills access to the plains and to the Madras Railway practically resolve themselves into two, viz., the Malapuram ghât road favoured by Mr. deWinton, estimated to cost 1½ lakhs, and the Salem ghât road, Bayley's, estimated at 3 lakhs. A section of the planters favours the former; but the majority, I understand, favour the latter, not only because their estates lie nearer to it but also because the bulk of their interests is in Salem town, whence also the manure which is so requisite for coffee cultivation can be comparatively cheaply obtained.

3. If my proposals are ultimately adopted it will be possible for Government to confine its expenditure to the Malapuram ghât road, leaving the Salem ghât to the Madras Railway Company's wire airway.

4. The two main sub-divisions of wire airways are the double rope and the single rope systems. In the latter system, which would be quite unsuitable for anything on such a scale as that now proposed, the buckets are hung on a continually moving rope. This system is suitable only for short spans and for short lines, such as those in use in mines and quarries. The double rope system consists of a standing rope on which the cars or buckets run, and a running rope to haul them. There will of course be a pair of ropes for the forward and another for the return journey. The spans may vary from half a mile down to 100 yards, and needless to say the standing rope must be specially designed of sufficient strength for each span, while it would be uneconomical to use in the small spans the size of rope suitable for the larger spans. Similarly the running rope has to be designed with due regard to the steepness of the slope, for on a steep slope it bears a part of the load.

5. It is unnecessary however that I should enter into a dissertation on the subject of the design of modern wire airways. What is essentially necessary is that, after reading up the subject and so getting a grip of its leading principles, the Engineer should select the best possible location and that the profile of the selected location should be sent to airway experts with a view to their preparing a detail design and submitting an estimate and tender.

6. The Trenton Iron Company, Trenton, New Jersey, U.S.A., make these airways a speciality, and their handbook is a model of what such a handbook should be, giving photographs of several of such works, and drawings of the cars, hoists, and details. Their "Bleichert" system is the one which I would select for the Yercaud ghât which I roughly judge would require a vertical ascent of 2,000 feet in a horizontal distance of 10 000 to 15,000, with spans of from 2,000 feet downwards. I think that without extra expense the straight line which is so very desirable in a wire airway should be obtainable.

7. The Trenton Vale people in their handbook give numerous instances of the work actually being done by various instalments of their airways; 100 tons per hour, 15,000 tons per month, 750 tons per day, 150 tons per day, and so on, in various circumstances. Operating expenses naturally vary very greatly according as the work is done wholly or partly by gravity or by hoisting machinery; rates of 2 to 6 cents per ton mile are mentioned, but naturally these are no gauge of what will be the expense of operating an airway to Yercaud. People now seem content to pay about 30 annas, say 60 cents, per ton per mile, which leaves a margin for hoping that an airway will pay. The present cost of carrying a ton up to Yercaud from the foot of the ghâts being apparently 125 to 200 annas (say 2½ to 4 dollars). I may not be right in these figures; Shevaroy coffee planters and Yercaud house proprietors can correct me. One great difference between 3 lakhs spent on a road and the money spent on an airway, is that while the former never directly pays maintenance expenses, much less interest on its cost, the latter may be expected, with good design and management, to pay both. The wire airway will be of no use for passengers; but as Mr. deWinton says, in paragraph 10 of his Note dated 3rd December 1898, in the G.O. already referred to, passengers would probably prefer, even if there were a road, to travel as at present, in chairs, by the 7 miles of steep ascent—a transit now done with great ease and facility.

8. I was very much struck with the cost and difficulty of transport under present conditions. Pack-bullocks, ponies and coolies, men and women, cannot carry much of a load on grades of 1 in 6. The coolies who seemed to me to do most of the transport carry loads of, I judge, about 50 lbs. and for this they get, I believe, from 3 to 5 annas, say 3 to 5 pence or 6 to 10 cents, for the 7 mile ascent from bottom to top of ghât. Housebuilding comes expensive when that price is paid for a half dozen of bricks or for a few handful of lime, and yet I believe Yercaud houses have all been built with materials so obtained. Grain too, for the labourers on 5300 acres of coffee, all, I believe, or nearly all, comes up in this way. It seems to me therefore that if properly designed and worked, whatever the 2 or 3 miles of wire airway may be found to cost within reason, it ought to pay well.

9. I recommend that the Madras Railway Company do depute an Engineer to obtain the best obtainable profile, and that they then send that profile home to their Consulting Engineer with a view to his obtaining suitable designs and estimates. My own recommendation is that enquiries be made amongst American firms of specialists, amongst others the Trenton Vale Iron Company, because so far as I can ascertain no British firms have made so much of a speciality of this particular class of work, and there is no good in entering on an enterprise of the sort without obtaining the advantage of all the experience that is obtainable in regard to every petty detail involved in it.

Francis J. E. Spring,
Consulting Engineer for Railways.

7th April 1899.

ORDER—No. 566 Ry., dated 11th May 1899.

The Consulting Engineer's suggestions will be considered in the Public Works Department. They should also be forwarded to the Agent, Madras Railway Company, for consideration. Before accepting them Government will be glad to receive any expression of opinion which the Shevaroy Planters' Association or which residents in Yercaud may have to offer in regard to Mr. Spring's suggestions; and also any statistics of weight of goods carried, and of the cost of carriage, whether up or down the ghat, which residents of the Shevaroy Hills may be in a position to put forward.

(True Extract.)

A Edgington
for Under Secretary.

To the Public Works Department, General Branch. with the B.S.C.
„ Agent and Manager, Madras Railway.
„ Honorary Secretary, Shevaroy Planters' Association.
„ Residents in Yercaud through the Collector of Salem.
Editors' Table.

Exd. P. Seetharam.

37

Public Works (1899) Department.

P.W. Ry

CURRENT No. 767.

E.R. to see
Await further developments
J.H. 15.6.99

No. 684 Ry dated ~~26~~ 20/6/99.
with ref to Govt.

A.J.H. 17.6.99

Order

Records, pending the Con. Engr's discussion on the subject with the Madras Ry. C.

F.R.S.
17/6/99

W. t. u. Seen with thanks 16.6.99

Then t. H.S. for [illegible]

From The Hon. Secretary Shevaroy Planters Association

No. 900

Dated 9th June 1899
Received 11th do
Registered do
Enclosures
Spare copies

SUBJECT.

Wire airway from the foot of the ghaut to Yercaud. Forwarding copy of a Resolution passed by the Shevaroy Planters Association in regard to the suggestions of the Con. Engr. for Rys for a ——

[illegible] 20/6/99

BACK PAPERS.

No.	Date.

FURTHER P

No.

No. 900

38

19 P

GOVERNMENT OF MADRAS * CHIEF SECRETARIAT * 11 JUN 1899

SHEVAROY PLANTERS' ASSOCIATION,
YERCAUD.

9th June 1899

Print

To
The Chief Secretary to the
Govt. of Madras

Sir

I have the honor to inform you that, in compliance with G.O. No. 566 Rys Mad. C. D/11th ult., I convened a meeting of the Shevaroy Planters' Association, to consider the suggestions of the Consulting Engineer for Railways with reference to a driving Ghaut Road & a wire airway to the plains & that the [illegible] Resolution was unanimously carried.

"[illegible] the Madras Railway will construct a wire a[illegible] (preferably a cable tramway) from the Salem foot of the Ghaut to Yercaud, & if Govt. will make a driving Road from Yercaud to Mullapuram, this Association will gratefully accept the proposals of the Consulting Engineer; as a fulfilment of the promise of Govt., & a final solution of the question."

I have the honor to be
Sir
Your most Obedt. Servt.
Robt. [illegible]
Hon. Secy. S. P. A.

$\frac{0}{18}$ 4,000—18-10-98.

P. W.

39

~~Revenue~~ (1899) Department.

CURRENT No. ~~3628~~ 4826

~~34~~ 328

~~Order~~

Endt.Misc.No.2114.

Transferred to the Public Works Department with reference to G.O, No. 210 W, dated 23rd January 1899.

Ag. Secretary to Government.

Ootacamund.
13th June 1899.

To the P. W. Dept.

From

The Board of Revenue: --
Land Revenue.

No. 1740 Misc.

Dated 1st June 1899.
Received ~~5th~~ 14 June---
Registered ~~6th~~ 12.6.99
Enclosures ~~1~~ 2
Spare copies.

SUBJECT.

Submitting to Government le-- letter from the Collector of Salem expressing his opinion as to the best route to be adopted [illegible] a cart road to the Shervaroy Hills.

12519 A 23/6

BACK PAPERS.

G.O.	No.	Department.	Date.

Disposal No. 165 – 1/P

Draft

SALEM COLLECTOR'S OFFICE,
20th May 1899.

FROM

Robert B. Clegg Esq., I.C.S.
of COLLECTOR AND DISTRICT MAGISTRATE,
Salem,

To

THE SECRETARY TO GOVERNMENT,
Public Works DEPARTMENT,
Madras.

28 P

SIR, ~~Through~~ the Board of Revenue, Land Revenue

Mis 722/99
Flags.

In G.O. No. 210 W. dated 23rd January 1899, my opinion is asked as to the best route to be adopted for the cart road to the Shevaroy Hills.

2. The proposals have finally been reduced to two alternatives, Bailey's trace from the Salem side and the route from Mallapuram railway Station. Both the District Board and the majority of the Shevaroy planters are in favour of the Salem route and their opinions have already been communicated to Government. The Shevaroy planters from enquiries I have made are

likely to contribute anything or either, and the District Board is not willing nor in a position in the present state of its finances to contribute anything more than the planters.

3: There are 127 coffee plantations on the Shevaroys and the total area under coffee in 1898 was 5484 acres. In addition 6012 acres have been taken up but not yet planted with coffee. The Nagalur coffee Estates and those which now use the Attur ghat path would be best served by the Mallapuram route and the Yercaud Estates by the Salem track. The Traffic [illegible] of the Madras Railway has furnished me with the following statistics of export of coffee and import of manure for 1898 at the three Railway Stations of Salem, Kadampatti and Mallapuram used by the Shevaroy planters.

29P

	Export of coffee maunds.	Import of manure.
Salem	12254	1726
Kadampatti	8522	20533
Mallapuram	2142	2983

If the Mallapuram route is adopted the Kadiampatti (Attur ghat) traffic will mainly go to Mallapuram. The Mallapuram ghat is now but little used and the traffic is insignificant. It would appear from the above that the Mallapuram route is to be preferred in the coffee planting interests.

4 On the other hand, Salem, the District Head Quarters, is the source from which all supplies

come up to the hills both for coffee estates and Yercaud residents. There is a large weekly market supplied from Salem. On market days crowds of coolies and pack bullocks are to be seen going up the present ghat track. All building materials come up this ghat. On the Salem ghat road there is a toll gate at which a toll is levied on pack bullocks and animals and there is another on the road from the Attur ghat to Kadiampatti Railway station at the foot of the hills. The following are the statistics gathered from the toll contractors' accounts from April 1897 to March 1898.

Salem ghaut.

Pack animals	Cattle	horses	Total
15,631	206	42	15879

Attur ghaut

Pack animals	cart loads	Cattle	horses	asses	Total
5382	337	40	20	5	5781

The contract amounts for the privilege of levying tolls are as follows:

	1898-99.	1899-1900
Salem ghaut	655	562
Attur ghaut	200	159.

30 P

The above figures show that far and away the main traffic is from Salem to Yercaud. It is possible that in course of time a part of the present Salem ghaut traffic will be diverted to the Mallapuram road if that road is opened but the traffic with the district head quarters will never go via Mallapuram and this will always be considerable. Mallapuram and all the villages which the road that side would pass are insignificant jungly and feverish. It is doubtf come up to the hills both for coffee estates and Yercaud residents. There is a large weekly market supplied from Salem. On market days crowds of coolies and pack bullocks are to be seen going up the present ghat track. All building materials come up this ghat. On the Salem ghat road there is a toll gate at which a toll is levied on pack bullocks and animals and there is another on the road from the Attur ghat to Kadiampatti Railway station at the foot of the hills. The following are the statistics gathered from the toll contractors' accounts from April 1897 to March 1898.

Salem ghaut.

Pack animals	Cattle	horses	Total
15,631	206	42	15,879

Attur ghaut

Pack animals	cart loads	Cattle	horses	asses	Total
5382	337	40	20	5	5784

The contract amounts for the privilege of levying tolls are as follows:

	1898-99.	1899-1900
Salem ghaut	655	562
Attur ghaut	220	157.

30 P

The above figures show that far and away the main traffic is from Salem to Yercaud. It is possible that in course of time a part of the present Salem ghaut traffic will be diverted to the Mallapuram road if that road is opened but the traffic with the district head quarters will never go via Mallapuram and this will always be considerable. Mallapuram and all the villages which the road that side would pass are insignifican jungly and feverish. It is doubtf of coolies and means of transport will ever readily be forthcoming at Mallapuram. On the Salem side they will always be procurable in abundance. The Passenger traffic to and from the hills is not great and may be left out of account altogether. The present journey is easy and comfortable enough.

If the Madras Railway construct their line as proposed to the foot of the present Salem Ghaut, this will be a strong additional reason for preferring this route. Yercaud within the last few years has been expanding and is likely to become more popular as a hill sanitarium. It should be connected with the District Head Quarters.

Engineering difficulties nor the cost. If Government, however is prepared to spend the money the route to be adopted in my opinion for the general development of the hills is the Salem route. For one half of the planting industry the Mallapuram Ghaut road would be equally good but the interests of Yercaud town and its prospective extension cannot be left out of consideration.

6. My opinion is that the Salem route is the one to be adopted if one of two roads is to be made up the hills. If, however, Mr. Spring's proposed wire airway and line of rail to the foot of the Ghaut through Salem town is accepted

the position will be altered.

As I only received G.O. No 566 Ry 11th May 1899 embodying these suggestions yesterday I am not now in a position to express an opinion regarding this new phase of the question which must be over for future consideration.

I have the honour to be
Sir
Your most obedient Servant

Robert B Clegg
Ag Collector
21.5.99

2,000
22-2-99.

Proceedings of the Board of Revenue

(Land Revenue).

No.1740 Misc., dated 1st June 1899

27 ½ P

Read letter from Robert B.Clegg Esquire, Acting Collector of Salem, to the Secretary to Government, Public Works Department, Madras, through the Board of Revenue, Land Revenue, Dis.No.165, dated 20th May 1899.

--------:0:--------

Resolution

31 ½ P

The Collector's letter read above will be submitted to Government with reference to its order No. 704 Misc., dated 16th February 1899.

(True Extract)

Lionel Davidson
Ag.Secretary.

To

The Secretary to Government, Revenue Department, with the Collector's letter in original.

Md.R.H.

189 .
Board of Revenue
(Land Revenue),
MADRAS.

44

Public Works (1899) Department.

P. W. Ry

CURRENT No. 812

From The Collector of Salem

Order

DESPATCHED
20 JUN 1899

No. 1516

Dated 19th June 1899.

Received

Registered 22/6/99

Enclosures

Spare copies

SUBJECT.

Forwarding with remarks the Proceedings of the Shevaroy Planters Association on Mr Springs Suggestions regarding wire ropeway to Yercau

? ? ?

a meeting of the Residents of Yercaud to consider

OLS 336. R 14/4

15 Yercaud 12th June 189

From
The Rev J. F. Spencer
Yercaud

E. CLEGG
14 JUN 99

To
R. Clegg Esq, I.C.S.,
Collector of Salem

~~20 8~~
20 P

Sir,

I have the honour to send you for favour perusal and despatch to Government with you favourable recommendation, certain written opi ons on the Proposal of the Madras Railway Comp and the Suggestions of the Consulting Engineer Railways, and also the Proceedings of a Meet of the Residents of Yercaud on the 12th Instan to consider the same matters.

2. I take this opportunity of self begging atte to the following points.

a Much of the goods brought up to these hills is procured by Agents who accompany and delive the goods at their employer's houses. A wire ae way would prevent the Agents accompanying the and delivery would have to be taken by set of Agents. In proportion as this is cause additional inconvenience, trouble cost the old system of conveyance by coolies and preference. A tram-way would able, in which Agents & goods ether.

e quantity of goods is brought ket days (Sundays and Wednes ays by petty traders, who could r goods or employ agents to receive what can be sold of them and ainder, but who would doubtless ay in which they could accompany and down the ghat. And this con

ration would also doubtless affect the
ic on the Narrow guage Railway from
amangalam to the foot of the Ghat.
The cost of conveying up and down the Ghat
engers and bulky packages is far greater than
of carrying ordinary packages: viz, Rs 2½ to 3
each passenger, & about 3 pies a pound, and
ore than 1 pie a pound on large heavy packages.
wire tram-way would be ~~the~~ more likely to
y than a wire air way for goods, in so far as it
uld secure this traffic in addition to ordinary
ds.

Increased facilities of transit would greatly
rease passenger traffic, and consequently
t of goods also.

With the Railway coming within 5 (by tramway),
by the present Ghat Road), or 13 miles (by Dailey's trace)
caud at a convenient time for a change in
mode of travelling, people would prefer going
om the Ry station at the foot of the Ghat, whether
y tram, or by chair or carriage easily procura-
ble ~~at~~ from Salem, to starting from Ma-
lapuram at a most inconvenient hour to drive
21 miles in a country cart, dear, proc
with difficulty, tedious & slow. Carriages irs
and bearers are not to be had at Mall
and it is not likely they ever will

¶ With either airway or tr
up to Yercaud, the planters
have estates near or throug
pooch to take the Mallapur
would doubtless choose the
~~by~~ 6 to 9 miles along fairly
from the terminus at Yercaud
to and from ~~the station~~ ~~...~~ 12 to 15 miles
purau, especially as the journ

-Vurammangalam ~~would~~ would be but 12 mile
Yercaud and 26 from Malapuram; or a
from Nagalore by way of Yercaud of 18 to
miles ~~by~~ to Surammangalam, of which 6 to
is by road; against a total of 38 to 41 mi
by way of Malapuram, of which 12 to 15
by road. With either a wire air way
or tram way to Yercaud the Malapuram
Ghat road would be useless. The expen
ture on its construction and maintenance
would divert money from roads & projec
more useful and far more likely to be p
The extent to which the Malapuram Ghat
road could - if at all in the proposed circum-
stances - be used is far too small to make
worth while to construct and maintain
while it would be downright injurious to
other projects in so far as it would be obstruct-
ive, deterrent, and deflecting in regard to those
projects. Plans and projects should be chosen
which will be most convenient, useful and
paying; and every thing should be done which
can be done to make those plans and projects
succeed in all these respects. The principle
of compromise or concession which would con-
struct the Malapuram Ghat would not bene
fit those in whose favour it is supposed to
be made, while it would injure the decidedly
better projects.

I am, Sir
Your obedient Servant,
J. T. Sauer

Proceedings of ~~a Meeting~~ of the Residents of Yercau
held at the Victoria Rooms on the 12th June 1899 to exp
their opinion on the Proposal to construct a Narr
Railway through Salem to the foot of the Shevaroys
on the suggestions thereupon of the Consulting Engi
for Railways, for a wire air way thence to Yercau
and a Cart ~~way~~ road from Mallapuram to Yercau

2/3

Present

Mr R. B. Foote
Mrs Newport
Rev W. Miller M.A., LL.D., C.I.E.
Mr C. L. Lechler
Dr Lincoln

Mr J. Turner
" A. Large
" E. W. Short
" F. D. Short
" Bruce Foote
Rev J. F. Spencer

Mr Spencer was called to the Chair.

The Notice calling the Meeting was taken as read.
Two Proxies were offered, but it was ruled that they could not be received.
a meeting of this kind [illegible] proper [illegible]

Read the following [illegible] calling [illegible]

Note by the Consulting Engineer for Ra[illegible] Madras dated 7th April 99, and G.O. thereon, No. 566, dated 1st May 1899.

Written opinions on the above by Messrs R. Bruce Foote, James W. Farrell and Jas Wilkin

The Resolution of the Shevaroy Planters' Association on the aforesaid Note and G.O. at their Meeting on the 5th Instant, kindly furnished by their Hony. Secretary.

After some discussion it was

Proposed by Mr R. Bruce Foote and seconded by Dr Lincoln, that

"The Residents of Yercaud think that if a Narrow guage Railway be made to the foot of the Shevaroys on the Salem side, as that would be near Salem and within 13 miles of Yercaud by the proposed cart road, or within 8 miles by the present ghat road; it would be the best starting place for passengers and goods

Bailey's trace.

ming up these hills. As ~~a wire~~ a wire tram-
way from the Railway station at the foot of the
to Yercaud would serve for passengers as
s goods, it would pay better than a wire
for Goods only, and would better meet
requirements of residents on these hills
nd of visitors to them. The Residents con-
sider that failing a tram way, the Baileys'
en ghat [illegible] would be most useful. This
Meeting is strongly of opinion that the construc-
tion of the Malapuram ghat Road would be
[illegible] prejudicial to the future interests
of the station."

hen the [illegible] proposed by Mr J. D. Short
Seconded by Mr Bruce Short
"That the Resolution of the Shevaroy Planters'
[illegible] tion on the [illegible] July [illegible] be adopted by
this Meeting [illegible] & if the Madras Rail
way will construct a wire air-way (or pre-
ferably a cable tramway) from the Sa-
lem foot of the ghat to Yercaud, and if
Government will make a driving Road
from Yercaud to Malapuram, this Asso-
ciation will gratefully accept the propo-
sal of the Consulting Engineer ~~[illegible]~~ as a
fulfilment of the promise of Government,
and a final solution of the question."

~~[illegible]~~ being put to the vote,

For the Amendment were Messrs. F. D.
Short, Bruce Short, and E. W. Short.

Against the Amendment were Mr R. B.
Foote, Rev W. Miller, M.A., LL.D., C.I.E.,

Mr J. Turner M.A., Dr Lincoln,
Mr Newport and Rev J. F. Spencer.
(Messrs Lechler and Large did not vote.)

The Amendment being lost, the Original
Proposition was put to the Meeting.

For the Proposition were Mr R. B. Foot
Rev W. Miller M.A., LL.D., C.I.E., Mr J.
Turner M.A., Dr Lincoln, Mr Newpor
and Rev J. F. Spencer

Against the Proposition were Messrs F. D.
Short, Bruce Short and E. W. Short
(Messrs. Lechler and Large did not vo

The original Proposition was therefore carri

The Meeting Closed with thanks to the
Chairman

J. F. Spencer,
Chairman.

It appears to me that Mr. Spring's proposition to construct a wire airway from the foot of the Salem slope of the Shevaroys would, if carried out, be productive of great injury to our Community as it would to a moral certainty militate against the construction of the good ghât road that we might enjoy in the future if the so called Bayley's trace were adopted by Government. – The wire airway is per se utterly unfit for passenger traffic and what we most want is an easy method of conveying our own persons up and down the mountain side and short of a rack-railway which we shall never get, the easiest method of progression is by means of light carriages along a fairly easy gradient such as we know Bayley's trace provides. – Mr. de Winton's idea that passengers would prefer travelling in chairs & getting their brains and insides well shaken up (especially when descending) is very far fetched. – Most people hate being carried in chairs. I do so myself and was not surprised that several of our Madras friends that came up for these last holidays execrated the chairs & submitted only to be carried faute de mieux. To walk up the ghât means that you have to raise your body up a vertical height of about 3300 feet an exertion to which none but the young and very strong are equal without serious overfatigue – a bad beginning for a holiday taken in search of health and rest. It is the wretched method of conveyance up the ghât which deters many people from running up to Yercaud for a brief holiday. I have heard this from many friends & others in Madras. Mr. Spring's wire airway would perpetuate our present misery & for that reason I strongly object to the airway.

The construction of a light branch railway to the foot of the ghât will be more fair but that had been proposed by the Madras Railway Authorities before Mr. Spring's idea was ever mooted. — The advantages of the branch line to the foot of the ghât and so great and numerous that they must be patent to all who know the hills. —

Mr. de Winton's advocacy of the Mullapuram ghât proceeded from his most imperfect knowledge of the real wants of Yercaud and its environs. — He saw Yercaud at its worst during the long drought last year and took a violent dislike to the place & would consequently do nothing to further its interests and became an anything but impartial judge of its wants & capabilities. —

R. Bruce Foote

25th May 1895 —

I endorse every word of the above opinion of Mr R. Bruce Foote. I further think that the potentialities of Yercaud are so great, and the advantages of the Salem Ghat over the Mullapuram Ghat road so overwhelming, as to make the estimated difference of cost of 1½ lakhs of rupees in favour of the latter an altogether insignificant consideration

I may add that the result of adopting Mr de Winton's and Mr Spring's proposa[ls] would, in my opinion, simply be that the potentialities above referred to would remain undeveloped, and the cost of the wire airway suggested by the ~~be~~ latter would be completely thrown away.

James W. Tickell

25th May, 1895

I should prefer the bandy ghât. R.M. Newport. May 26th

do — do — H.R. Sickler.

It would, I think, be an advantage if the Madras Railway undertook the construction of some line of way for the conveyance — not only of manure & other articles required by planters & residents of Yercaud which are chiefly procured from Salem & that side of the ghaut, & carrying down the Yercaud produce — but also for the conveyance of passengers: for the said line of way would be a continuation of the Company's proposed railway scheme to the foot of the ghaut, and the Company might therefore be able to extend it by a light railway more conveniently & economically than any other body — the proposed wire airway for goods only would be insufficient and objectionable to the residents & visitors of Yercaud, and render a future additional line of transit inevitable & additionally expensive

Lees McAlpin

Except that owing to illness in the family I was unable to attend the meeting held on the 2nd June, to discuss of the proposal to construct an "airway" from the foot of the Shevaroys on the Salem side to Yercaud. and a light railway from Sooramangalam to the foot via Salem. There is no question that a light railway to the foot of the Shevaroys via Salem would be an immense advantage both in respect to passenger traffic and goods, leaving alone altogether the various schemes under consideration for getting from the foot to Yercaud. this part of the scheme does not in my opinion require any further consideration a railway or tramway to the foot was in contemplation before any wire airway or tramway was thought of as a means for facilitating and easing traffic between the Railway Station and the foot of the hills.

Mr. Spring's proposal to construct ~~an~~ wire airway is in my opinion hardly worth arguing out, since it will be entirely confined to goods traffic and will in no way benefit the residents of Salem & Yercaud, or those visitors to the hills who are glad to get away from the heat of the plains for a short time during April & June

I am therefore not in favour of this one sided affair, more especially as I am sure it will be very little used even for goods, & will not pay — we shall continue to employ our suppliers all the same. The wire Tramway will have many advantages over the airway tho' in my opinion even this will not meet our requirements so fully as a handy Ghat will. I think also that the relative costs of a Ghat road & wire tramway will be found to be so trifling ~~in difference of cost~~ to construct and maintain; that without hesitation I say a Ghat road by all means. Don't let us be saddled with a wire tramway or airway that will not meet our wants, as should these be found to fail we will never see a Ghat road, which is what we really want.

[illegible] for Ala. & Co.

14th June 1899 }
Yercaud }

NP

Disposal No. 1516 of 1

Endorsement Dated 19th June 1899.

Fly C

Forwarded to the Secretary to Government P. W. D with reference to G.O No 566 Ry. S.G. dated 11th May 1899.

2 The Shevaroy Planters' Association have passed an unanimous resolution in terms of the amendment. For my own part I am in agreement with the planters.

3 There is no necessity for both an airway or tramway as well as a road from the Salem side, but either one or the other is necessary. The road to Mallapuram should not be made in my opinion, in preference to the road from the Salem side, unless the Railway Company offer the facilities proposed by the Consulting Engineer for goods or preferably — passengers and goods from the Salem side.

For Ag. Collector

Copd

I am therefore not in favour of this one

The Hon'ble Sir Arundel O.S.W. ✓
The Hon'ble Sir Cunningham ✓
H.E. the Governor. ✓

/ L O 38 53

P. W. D

CN 741

Note

1180 W

I should like to see
the maps again when
the replies to the references
have been received.

A.H. 18.2.99

H.S.
18-2-99

With reference to H
Excellency's rescript dated
17th Dec. 1898 flagged Z, a
map of the Shevaroy Hills i
submitted showing the vari
ghat roads which have be
suggested, the coffee estate
and the townships, the possi
Salem tramway and the
general lie and configurati
of the Shevaroys.

G.O. No. 210 W, dated
23rd Jany, 1899, calling for the
opinions of the various bodies
interested ~~consulted~~ has just issued.

A.H.
8.2.99

11/2/99

W.

I have seen the map. It should come up
again when the opinions of the various
bodies interested are submitted.

A.H.
10.3.99

Await replies
G.O. No 210 W of 23-1-99

A.H.
11.3-99

11/3/99

W.

Form No. 10.

54

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

C. No. 812
22.6.99

HIS EXCELLENCY THE GOVERNOR.

THE HON'BLE MR. ARUNDEL ~~I.C.S.~~ C.S.I.

THE HON'BLE MR. H. M. WINTERBOTHAM, I.C.S.

SUBJECT.

Means of communication between the Shevaroy Hills and the plains.

R.
As this is a final disposal of the question this note had better be transferred to W. for necessary action
4.7.99

FOR ORDERS.

Government is now in possession of the views of the Residents in the Shevaroy Hills who are not planters, also of the Shevaroy Planters on the subject of the several proposals that have been made for serving the Shevaroy Hills with means of communication with the plains.

At first the only proposals on foot were two roads, one to Mallapuram and one to Salem; one, or hardly both, of which it was proposed to make.

Then came my proposal of a wire ropeway for goods on the Salem side, from the terminus of the proposed Madras Railway narrow gauge branch line.

The Shevaroy Planters' Association now unanimously agree that if they get the ropeway on the Salem side and the road on the Malapuram side they will be quite content, and will accept these as the final solution of the problem of how to make the Shevaroy Hills accessible.

But the Residents, retired officials and

My belief is that in the interests of the whole Shevaroy community, the best thing is a light railway to the foot of the Yercaud ghat, and a road up Bailey's Ghat. I understand this will serve the majority of the planters as well as the Yercaud residents. The air-way would, to my mind, be a very poor substitute for the road up the ghat. I understand from the Collector's letter that he thinks as I do.

A.H.
29.6.99

I agree with H.E.
30.6.99

[illegible]
2/7/99

Send for [illegible]

To W. for perusal
3/7/99

Recd at Madras
26.7.99

[illegible]
23/7/99

2/7/99 6.35 pm

Railway Current 767 and 812, with E.R.'s Note and Orders of H.E. and the Members transferred to W. for necessary action.
2/7/99

[illegible] I believe for the most part, do not [illegible] the scheme which the planting community accepts. They cannot get their weekly [illegible] of clean clothes and vegetables, meat [illegible] of the wire ropeway, because their servants [illegible] managing them. What they want, and [illegible] blame to them from their point of view [illegible] wire driving road that they can go up and [illegible] and to carry themselves being shaken in chairs which, besides an expensive, are very ~~[illegible]~~ uncomfortable.

But I suppose if the [illegible] planting residents [illegible] Yercaud were [illegible] the trains in reaching their [illegible] traffic would not pay dividends on any sort of [illegible] wire tramway, and of course on a road they would pay little or nothing.

I know nothing about wire tramways [illegible] H.S. and the [illegible] distinguished from wire ropeways. [illegible] will probably have ridden on them in Switzerland. They are very nice things but enormously expensive. All very well where some hundreds of tourists per hour are going over them [illegible] not likely to pay ~~[illegible]~~ where the traffic is so small as at Yercaud. As Major William [illegible] tried to make one from [illegible] to [illegible] a drop of 4000 ft to the plains, and thought the purpose of the country was far more suitable than that at Yercaud. It was a complete failure and had to be broken up

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Form No. 14.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

C. No.

~~NOTE FOR~~

and sold for old iron after I think 9 lakhs had been wasted. The trouble was that Major William did not attack the problem scientifically and did not find on the hill side, or make at enormous expense a gradient nicely adapted to exactly counterbalance the increasing weight of the lengthening wire. The Swiss engineers take the utmost pains either to find a suitable natural section of the hill side, or to make one at great expense. The omission to do this and also several other omissions and commissions resulted in 7 or 8 lakhs expended out of Provincial Revenues going finally into the scrap heap. The problem there was to take coal and potatoes down and to take up [illegible] There is a wire tramway at Khewra in the Salt Range taking down coal a thousand feet or so. It works all right, but cost a lot.

I do not suppose that Government will think of offering Yercaud a wire tramway. The Madras Ry will certainly not propose to put money into it. They [illegible] seem favourable enough to the airway which [illegible] be cheap, and for which planters' purposes efficient. One advantage it has is that if ~~[illegible]~~ it is ~~[illegible]~~ sold at any time, it leaves ~~[illegible]~~ nothing buried in the hill-side, whereas the wire tramway leaves fully half its capital buried in it [illegible]

Certainly not. A.S.H.

M.A.

The Chief Engineer Madras Ry. is now making enquiries of manufacturers of the plant. — T.M.

sails and [illegible] [illegible] [illegible].

I give this [illegible] to Mr D. White for

[illegible] [illegible] [illegible] 5 11. 5. [illegible] [illegible] [illegible]

22/6

W

great objections to a
ghaut road from the Salem
side is that it will be
expensive to make & most
difficult to maintain because
the almost complete
absence of water. It will
also have a succession of
zigzags. The approximate
estimate already made is
[illegible] lakhs. There is so much
heavy rock blasting that
the road is almost certain
to cost [illegible] lakhs before
completion & owing to the
absence of water, will be a
mass of dust & ruts all
through the dry weather
when visitors will want to
use it most. I think the
[illegible] views may be accepted

would be any worse
that other roads or ghaut
or plain to which water
is not artificially applied.
The Coonoor ghaut is specially
fortunate in this respect

30.6.99

23.6.99

P.W. DEPARTMENT

G.O. No. 566 R, d 11.5.95

Read the following:—

Letter from the Supdg. Engr., IV Circle, No. 81/W d 21.1.99

" " " Hony. Secy., Shevaroys Planters Association No. 880 d 22.2.99

" " " Do No. 888 d 25.2.99

" " " Do No. 892 d 13.3.99

Office Note from the Cons. Engr. for Railways 121 R.M. d 21.3.99

Endt. of the President, District Board, Salem No. 137 d 11.4.99

Letter from the Hony. Secy. Shevaroys Planters Assoc. No. 897 d 13.4.99

" Do No. 896 d 13.4.99

" Do No. 900 d 7.6.99

" " Collector of Salem No. 15-16 d 19.6.99

Circulated to

Endt. of the Rev. Dept. No. 2 [illegible] d 13.6.99

H.E. the Governor

ORDERS

No: 2180 W d 15.8.99

In G.O. No. 210 W dat[ed]
dated 23rd Jany 1899 the
Engineer's notes on the inspec[tion]
made by him of the various
that have been proposed
providing the Shevaroy Hil[ls]
a cart road to the plains,
referred to the Shevaroy P[lanters]
Association, the Collector of Sa[lem]
the Salem District Board, an[d]
the Madras Railway Co. for
sideration and opinion as to
best route to be adopted.

2. Subsequently the Con-
sulting Engineer for Railways
in ~~going over~~ connection with the survey of the line of country
proposed by the Madras Railwa[y]
Co. for the narrow gauge railway
from Salem railway station thro'
Salem town & civil station to the

foot

×Flag Z

Despatched

Call for proof

The Rev. Dept

L.F.M. Dept

for C.C.

Issue

Remember 21.11.99

P. W. 43.
1,000—26 2-97

of the ascent leading up
yercaud, made certain sugges-
for constructing a wire airway
Yercaud to the plains. In
dated 11th May 1899
No 5-56 Ry/Govt: ~~expressed a~~
red to be furnished with any
ression of opinion which the
varoy Planters' Association or
residents of Yercaud may have
in regard to Mr Spring's
tions.

The Govt: is now in possession
views of the parties consulted
various suggestions made,
es, that the consensus
inion is strongly in favour of
t road× on the South east rather
on the Mallapuram side
e Hills. His Exy the Governor
Council concurs in this opinion,
siders that the interests of
e community residing on the
hevaroy Hills, as a whole, will
e best served by the construction
a road up Bailey's Ghat. The
Supdg Engineer will accordingly
submit the necessary plans &
stimates for the construction of
the road.

× This has already been ordered by the Chief Engineer.

34 P

Flag D.

(Note but please also see letter No 892 of 13.3.99 flagged E)

ξ Flag R.

(But please also see the Collector's letter flagged J – para 2).

To
The Honry Secy Shevaroy Planters' Association ✓
" Supdg Engr, IV Circle ✓
" L & M Dept ✓
" Revenue Dept ✓
" Consg. Engr. for Railways.

8/7/99

viii-99

5
4. Meanwhile the
planters on the Shevaroy
will, with reference to the
letter of the Honry Secy, Shev
Planters' Association, No 89
dated 13th April 1899,# b
requested to state wh
contribution they will m
towards the proposed ro
which is being constructe
principally in their inte
It isξ observed that
District Board is prepa
to allot an amount eq
to that contributed by
planters, but not exceed
Rs 34,000, according to
original promise, and to
a fair proportion of the
of maintaining the road
constructed.

5/8/99

31.VII