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M.B.O. 1-32, 30-3-37
S

MADRAS RECORD OFFICE.

Government of Madras.

Public **DEPARTMENT.**

G.O. No.

669

Press
Mis.

Dated

30-5

1870

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Department,

30th May 1870.

No. 130. Read the following Proceedings of the Board of Revenue, dated 7th May 1870, No. 3072:—

Read again Board's Proceedings, dated 24th November 1869, No. 8651.

Read also the following letter from the Collector of Salem, to the Acting Secretary to the Board of Revenue, dated 11th April 1870, No. 69:—

In compliance with the request contained in the Board's Proceedings, No. 8651, of the 24th November 1869, I have the honour to forward an estimate made by the Department of Public Works for the road from Taylor's Saddle to the Green Hill Church.

2. The Board also asked, in paragraph 2 of the above Proceedings, the amount of road cess on the Hills, with a view, doubtless, of seeing what the hill residents were entitled to from Local Funds for the enlarging of the road referred to in paragraph 1. As the Salem Nâd is situated far to the east of the other two Nâds, and as these inhabitants will not be benefited by the road in question, the amount of road cess derived from that Nâd (Salem) should not be taken into account, though it is entered in the statement below:—

		For Fusly 1278.		
		RS.	A.	P.
Maliyalee lands.....	Mootoo Nâd... ..	33	5	9
	Moha Nâd	33	2	1
	Salem Nâd	55	8	3
Coffee lands.....	For the three Nâds together	160	1	0
Total...		282	1	1

ENCLOSURE No. 1.—Estimate.

Submitted for the orders of Government with reference to G. O., dated 7th September 1869, No. 1249.

2. It will cost Rupees 1962 to complete the road from Taylor's Saddle to the Green Hill Church.

3. The planters wish to have a new line of road made, and would contribute half its cost; but the Executive Engineer states that it would cost twice as much both to make it originally and to keep it in repair as the other line.

4. The amount of road cess collected on the Shervaroy Hills is only Rupees 282, and the Board cannot recommend that the necessary funds should be provided from that source. The maintenance of the road from Taylor's Saddle to Nagalore, and of the road (such as it is now) from Taylor's Saddle to the Green Hill Church, costs the Road Fund Rupees 1600 a year.

(A true Copy and Extract.)

(Signed)

J. GROSE,
Acting Secretary.

To the Chief Secretary to Government, Fort St. George.

Proceedings of the Madras Government, Public Department,

30th May 1870.

No. 131. ORDER THEREON, 30th May 1870, No. 669.

His Excellency the Governor in Council, on a consideration of the condition of the Salem Road Fund as reported by the Board of Revenue, and of the small amount contributed thereto by the planters of the Shervaroy Hills, does not feel justified in assigning a grant of money from the Road Fund to aid in the completion of the road from Taylor's Saddle to the Green Hill Church.

(True Extract.)

Chief Secretary.

To Messrs. Lemesle, Leckler, and others, Yercaud.
To the Revenue Department.

Exd. J. Wright.

Lick Prison & P.M. Salem District - Salem Range
 Estimate for making Road from Taylor's
 saddle to Green Hill Church -
 No. 1962 -

Mile.	measure-ment.			Description of Per. work.	Rate.	Amount.	Total.
	Length.	Breadth.	Depth.				
1 st mile.	1320	1	1	1320 Cutting or widening			
	48	1 1/2	24	- DO. -			
	66	2 1/2	198	- DO. -			
	44	2	88	- DO. -			
	82	4 1/2	164	Filling or raising.			
	1882 Cts. Earthwork Cts. 2 - 2354 -						
	44	1	1	44 Cementment.			
	38	1	1	38 - DO. -			
	22	1	2	44 - DO. -			
	126 Cts. Stone work. DO. 8 - 63 -						
	30	2	1	60 Removing Rock.			
	44	1 1/2	1	66 - DO. -			
	11	1 1/2	1	16 1/2 - DO. -			
	142 1/2 Cts. removing rock. DO. 1 8 - 213 12 - 512 -						
2 nd mile.	231	2	1/2	231 Cutting or widening			
	110	2 3/4	165	- DO. -			
	330	2	1/2	330 - DO. -			
Carried forward							512 -

Bobt. of 18703 3140113.

PUBLIC.

MESSES. LEMESLE, LEONIER AND OTHERS,
 Percutad.

Dated May, 30th.
 Recd. Pub.
 G. O., 30th May 1870, No. 669.

WAT.
 Nos. 130-131.

Debiting to assign a grant of money from the
 Salem Road Fund to aid in the completion of the
 road from Taylor's Saddle to the Green Hill
 Church.

Brought forward 512 ..
 2¹/₂ mile 378 2 ¹/₃ 252. Cutting & Widening.
 122 2 ¹/₂ 122 - do.
 110 2 ³/₄ 165 - do.
 220 3 1 660 - do.
 384 4 ¹/₂ 768 Filling.

2693 Cys. Earthwork - Cys. - 2 - 336 10 -

22 4 1 88 Road Dam.
 12 4 1 48 - do.
 186 1 ¹/₂ 279 Reclamation -
 12 4 ¹/₂ 72 Road Dam.

487 Cys. Stone work do. - 8 - 243 8 -

93 ¹/₂ 1 139 ¹/₂ Cys. Removing Rock do. 1 8 - 2094 - 789 6 -

3¹/₂ mile 396 2 ³/₄ 594 Cutting.
 110 ¹/₂ ¹/₂ 82 ¹/₂ - do.
 374 2 ¹/₃ 249 ²/₃ - do.
 286 4 ³/₄ 658 Filling.
 110 4 ¹/₂ 220 - do.

2003 ⁵/₈ Cys. Earthwork - Cys. - 2 - 2507 8

295 1 2 590 Reclamation -
 30 1 1 30 - do.

620 Cys. Stone work - do. - 8 - 310 ..

50 1 1 50. Removing rock.
 10 1 1 10 - do.

60 Cys. Removing

Rock - do. 1 8 - 90 - - 6507 8

Carried forward.

1957/13 8

Brought forward 1957/13 8

Cutting Bushes 10 2 4

Total Reclus - 1962 ..

M. W. Bristol, Captain

Assistant Engineer

Salem Range

Salem Range office
 York Rd 3rd March 70.

No. 8,651.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 24th November 1869.

Read the following letter from C. N. POCHIN, Esq., Collector of Salem, to the Acting Secretary to the Board of Revenue, dated 25th October 1869, No. 251:—

I BEG to acknowledge the receipt of the Government Proceedings, Public Department, dated 7th September 1869, No. 1,249, which were forwarded to me by you on the 22nd ultimo, with a request that I should send an estimate and statement, showing the amount required and the amount available from Local Funds for the construction of a road from Yercaud to the Green Hills. I have inquired of the planters as directed what aid they would contribute towards the work, and I beg to forward a copy of the answer that they have given me. In this letter they propose an entirely new route, abandoning the road which has already been constructed, *via* Taylor's Saddle, and they urge that by so doing money would be saved, and a better line for traffic could be gained. I forward the Executive Engineer's remarks upon the proposition, by which you can see that he entirely differs from the planters, and estimates that, should their suggestions be adopted, double the amount would be required, whilst at the same time the result would not be satisfactory.

2. The completion of the road, *via* "Taylor's Saddle," the Executive Engineer recommends as by far the most desirable plan; for this line he estimates Rupees 2,000 as being sufficient, whilst for that of the planters there would be an outlay of certainly Rupees 4,000.

3. I have been over both lines, and I fully concur with the Engineer's opinion that the route, *via* Assamboor, would be impracticable for bandies, until at least a larger sum than even Rupees 4,000 should have been expended. This route strikes off from the main road at a place called "Scandal Point," and from thence to Assamboor alone, (a distance of not more than 1,000 yards) would cost over 1,000 rupees. The road in places would be one in five or six. This I was told by the Engineer. To complete the present line a small portion of land belonging to Major Hunter will be required; the amount for compensation, however, cannot possibly be much, as the length of the road through the whole of Major Hunter's property would not be more than about 500 yards, and in this a path of some eight feet wide already belongs to Government.

In the Budget for 1869-70 there was an amount of Rupees 600 entered for ~~the~~ working with the road to the Green Hills. The road indeed would have been already finished by this time, (as far as the above amount would have allowed,) but for Major Hunter's uncalled for interference.

5. The material, *via* Taylor's Saddle, is particularly good for the construction of a road, whilst the Assamboor route runs through a valley where but little gravel is available. The gradient from Taylor's Saddle to Major Hunter's land is a far easier gradient than could be made from "Scandal Point" to Assamboor, or from the confines of the same village towards Mungaya Cottai. In fact the route asked for by the planters goes down the side of a steep hill into a valley and rises again on the other side to a greater height.

6. In conclusion, I beg to give my opinion as to the utter unadvisability of abandoning the present line of road from Yercaud to the Green Hill church.

ENCLOSURE No. 1.

From Messrs. LECKLER, CLARKE, and LEMESLE, Planters, to C. N. POCHIN, Esq., Collector and Magistrate of Salem.

We, the undersigned planters of the Green Hills, beg to submit for your consideration our views on the question of the new road to the Green Hills.

We presume that it is intended to carry the road from Taylor's Saddle through Major Hunter's property, as far as the Green Hill church.

Against this proposition, we point out the following objections:—

1. It is the longest route.
2. It will cost more money in constructing.
3. It will consequently cost more to keep in repair.

Respectfully
making known
Taylor's Saddle to
Green Hill Church
Assamboor to 12. 19 62
L. & M. 1790/72

From 30th May/50 to 21. 1860.

L. & M. 1790/72

Left London 8. 11. 11
Salem picture
Salem Range

4. It can never be adapted for bandy traffic, as portions of the road (for instance that part between Taylor's Saddle and Major Hunter's) are too steep.

5. The necessity of purchasing land for the construction of the road through Major Hunter's property.

On the other hand we propose so to repair, and where necessary to strike out a new trace on the old or lower road running past Attiyoer and Assamboor as to make it passable for wheeled traffic for the following reasons:—

1. It is the shortest and most direct route.

2. It runs through the greatest portion of cultivation.

3. It will require but half the outlay, necessary for the upper road, to convert it into a good bandy read.

4. It will be most easily kept in repair.

5. No opposition can be offered by the owners of the land through which the road passes.

We would, therefore, respectfully urge upon you the necessity of adopting the lower road as the medium of communication with the Green Hills.

We beg you will cause the Engineer to survey the lower road, with the alterations which we will point out to him, and if Government will grant us half his estimate we will undertake to supplement it by an equal sum.

We will further undertake to construct a road to meet the wants of the public, and hold ourselves responsible to Government that the money is duly and fairly laid out.

We consider that, though the local cess is small, it will go far to pay the interest on the sum granted by Government, and will more than suffice to keep the road in good repair hereafter.

Trusting that you will take these statements into your favourable consideration, and awaiting an early reply.

(True Copy.)

(Signed) C. N. POCHIN,
Collector.

ENCLOSURE No. 2.

From Captain J. W. HINDLE, Executive Engineer, Salem, to the Collector of Salem, dated Yercaud, 13th October 1869, No. 6B.

I HAVE the honour to inform you that, as requested in your letter of the 11th instant, I yesterday inspected both the "Taylor's Saddle" line and the line of road proposed by the Yercaud Coffee planters.

2. I have no hesitation in asserting that the one proposed by the planters would, besides being at its present gradient impracticable for bandies, cost twice as much at least as the line, *via* "Taylor's Saddle."

3. I will take the planters' objections to the latter route *seriatim*.

(1). It is perhaps the longest route from end to end, but nearly two miles of it is already a made road and quite practicable in every way, including its gradient, for bandy traffic; there remains hardly three miles of road, which is nearly all level, to be made, whereas the route, *via* Attiyoer, is over four miles in length, every yard of which would have to be made, and it, moreover, contains two precipitous ghauts.

(2). I differ from the planters in supposing that it will cost more to make and keep in repair the "Taylor's Saddle" line.

(3). My experience of ghauts leads me to believe that it would cost twice as much to make the planters' route, and that it would require nearly double the amount of maintenance allowance than the "Taylor's Saddle" line.

(4). The position of road between Major Hunter's and Taylor's Saddle is now, as regards gradient, quite practicable for bandies.

(5). The same objection applies to the Attiyoer route. The ghaut from "Scandal Point" to be made practicable for bandies requires lengthening with zigzags. To reduce the steepness of the gradient these zigzags would be cut at great cost, passing, as they nearly all would through solid rock, and which would have to be bought. The amount of land or rather rock required from Major Hunter in the "Taylor's Saddle" route is very trifling, and could not cost more than a few rupees.

4. I quite agree with you that it is not advisable that the work, if sanctioned, should be carried out by private enterprise. The Government have already had sufficient experience of such kind of work.

5. In conclusion, I beg to inform you that I am of opinion that every good practicable bandy road can be made, *via* "Taylor's Saddle," for about Rupees 2,000, and that the Attiyoer route would at least cost Rupees 4,000. I beg to return the petition from the Yercaud planters.

(True Copy.)

(Signed) C. N. POCHIN,
Collector.

THE Board are clearly of opinion that the present line of road should be completed, and that the new line proposed by the planters should not be undertaken.

2. The Collector will submit an estimate for the work, and state at the same time the amount of road cess levied on the hills.

(True Copies and Extract.)

(Signed) J. GROSE,
Sub-Secretary.

To the Collector of Salem.

Copy to the Superintending Engineer, 5th Division.

Exd. J. Tulloch,

No. 3,072.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 7th May 1870.

Read again Board's Proceedings, dated 24th November 1869, No. 8,651.

Read also the following letter from C. N. POCHIN, Esq., Collector of Salem, to the Acting Secretary to the Board of Revenue, dated 11th April 1870, No. 69:—

In compliance with the request contained in the Board's Proceedings, No. 8,651, of the 24th November 1869, I have the honour to forward an estimate made by the Department of Public Works for the road from Taylor's Saddle to the Green Hills Church.

2. The Board also asked in paragraph 2 of the above Proceedings the amount of Road-cess on the Hills, with a view doubtless of seeing what the Hill residents were entitled to from Local Funds for the enlarging of the road referred to in paragraph 1. As the Salem Nād is situated far to the east of the other two Nāds, and as these inhabitants will not be benefited by the road in question, the amount of Road-cess derived from that Nād (Salem) should not be taken into account, though it is entered in the statement below:—

		For Fusly 1278.		
		RS.	A.	P.
Maliyalee lands ...	Moottoo Nād ...	33	5	9
	Moha Nād ...	33	2	1
	Salem Nād ...	55	8	3
Coffee lands...	For the three Nāds together...	160	1	0
Total...		282	1	1

ENCLOSURE No. 1.—Estimate.

SUBMITTED for the orders of Government with reference to Government Order, dated 7th September 1869, No. 1,249.

2. It will cost Rupees 1,962 to complete the road from Taylor's Saddle to the Green Hills Church.

3. The planters wish to have a new line of road made, and would contribute half its cost; but the Executive Engineer states that it would cost twice as much both to make it originally and to keep it in repair as the other line.

4. The amount of Road-cess collected on the Shervaroy Hills is only Rupees 282, and the Board cannot recommend that the necessary funds should be provided from that source. The maintenance of the road from Taylor's Saddle to Nagalore, and of the road (such as it is now) from Taylor's Saddle to the Green Hills Church costs the Road Fund Rupees 1,600 a year.

(A true Copy and Extract.)

J. G. Cole
Acting Secretary.

To the Chief Secretary to Government, Public Department,
with estimate and Board's Proceedings No. 8,651 of 1869.

Copy to the Acting Secretary to Government, Revenue Department.
,, to the Collector of Salem.

Exd. T: Cartledge.

*Due in Rs. 100 4 pds.
Public Dept. 27 May 70
No 3072-1 1869.
Board of Revenue,
MADRAS*

PROCEEDINGS, 24TH NOVEMBER 1869 No. 8,651.

Received

Encl.

NOVEMBER
No. 8,651.

Road—from Verend to Green Hill Church via
"Taylor's Saddle" in Salem District.—Collector
requested to submit an estimate for completion
of, and to state amount of Road Cess levied on
Green Hills.

*Handed 17/12/70
Salem 10/11/70 at 10.15*

Public Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following letter from the
Board of Revenue.

Here enter 7 May 1870 N^o 3072/
Order thereon N^o 669. 30 May 1870

His Excellency the Governor
in council on a consideration of the
condition of the Salem Road Fund
as reported by the Board of Revenue
and of the small amount contri-
buted thereto by the planters of the
Sherwaroy Hills, does not feel jus-
tified in assigning a grant of
money from the Road Fund to aid
in the completion of the Road from
Taylor's Saddle to the Green Hill
Church.

ML

to Messrs Limerick Leckler & Co. Secy. to Govt.
Revenue Department.

Order 7 Sept 1870 by Rev. 34236.4
and 5 Sept 1870 9870

Order 30 May 1870

Public. 1870. April

Board of Revenue

MADRAS.

PROCEEDINGS, 7TH MAY 1870, No. 3,072.

Order 16 May 1870.
Encl.

Received 19

10.669

Green Hill

Do 470.

MAY.

No. 3,072.

Road—from Taylor's Saddle to Green Hills
Church.—Letter from Collector of Salem, for-
warding an estimate for completion of, submit-
ted for orders of Government, with remarks.

20.669

Book of 18 { Exercises.

W. A. R.

To:
The Pitt Rivers Society and others
Pitcairnt.
New

Dated Decy. 30.
Recd. }
1870, No. 669.

Nos. 30. 134.

Receiving ~~the~~ ^{the} grant of money from
the Saline Road Fund
to aid in the completion
of the Road from Jay Lov
Hatch to the Green Hill
Creek.