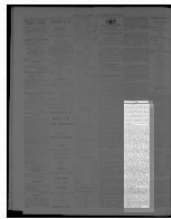




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ROAD CONSTRUCTION IN SELANGOR IN 1894.

A sum of \$49,000 was provided for constructing 7 miles of a metalled cart road from the 24th mile Sungei Lui Road to Ginting Peras, a distance of 7 miles, but after $\frac{2}{3}$ of the earthwork had been more or less completed it was decided to abandon the idea of making a cart road beyond the 25 $\frac{1}{2}$ mile; accordingly \$28,700 was transferred to the Pahang Trunk Road vote. As the closing of the contracts gave the labour an opportunity of clearing out of a locality they found most unhealthy and unpopular, the 1 $\frac{1}{2}$ miles were not even finished by the close of the year.

Provision of \$56,000 was made for 8 miles of cart road towards Pabang. Six months were spent in ascertaining the best route and making the survey of 9 miles. Work was eventually started by Messrs. Tait & Tate on the 11th July, who secured the contracts for the 1st and 2nd Sections up to Sangka Dua. The first section contract terminated on the 10th March and the second on the 19th February, but neither section can be considered completed. The contractors experienced great difficulty with their labour, who refused to live beyond the 5th mile, preferring to walk out of and into Kuala Kubu every day, a distance of 7 or 8 miles or 16 miles both ways; this, however, should soon right itself, but it is very trying on the contractors. By the close of the year the earthwork in sections was completed for 5 miles while only one mile was fully finished and metalled, but sufficient metal was secured for 2 miles beyond. Pipe culverts were put in over 5 miles and bridges were in progress. The surveys up the pass are in progress and every endeavour is being made to push on the work.

The Setapak Valley, the Ulu Klang, Roads, and the bridle road to Bentong were completed during the year. The Bernam Road was also completed and opened through for traffic, thus completing the Coast-road system, only leaving the portion between Kancong and Sepang to be made.

The Ginting Peras Road is shewn under the head natural road, as it is not intended



to metal it, and it probably will be abandoned, unless kept up as a bridle track. It is useless as a natural road, as considerable blasting and bridging must be done before it could be passable for vehicular traffic.

A contract was let for \$4,098 to construct 7½ miles of 8-foot bridle track from the 2nd mile on the Pahang track to the summit of Treacher Hill, a distance of 7½ miles; the contractor failed and so did his successors, and it has been found impossible to make a satisfactory job for the provision. The work has given a great deal of trouble, but is not yet completed.

As an example of the difference that exists and the difficulties that have to be overcome in road construction in different localities, the construction of the Balau Road, 7 miles, earthwork, for \$9,840 and the Ginting Peras Road, 7 miles, both in the same district, are instanced; in the case of the former four contracts were let to Javanese in July, August and September and the whole work was completed on the 30th of October, and well done, too; but the work on even one and a half miles on the latter was not finished, simply because labour refuses to work in the hills amongst the granite, and this is the difficulty that the contractors for the Pahang Road are experiencing.

