M.R.O. 1—77,006—8-6-37.

(1) Number of pages 30

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(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No.	2 1414	Press Mis.
1—15.		13-15
Dated	3-11-	1875.

16/17

Not to be folded or roughly handled

Local Funds—Roads.

Read the following papers:—

No. 13. Proceedings of the Board of Revenue, dated 18th September 1875, No. 2610:—

Read the following letter from J. R. COCKERELL, Esq., President of the Local Fund Board, Nilgiris, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Ootacamund, 14th August 1875, No. 27:—

I HAVE the honor to submit, for the favorable consideration of the Board of Revenue, the accompanying resolution passed by the Local Fund Board at a meeting held on the 28th June 1875:—

Read letter from the District Engineer, No. 147, of 24th June 1875, informing that he has traced and marked out road to Koondahs from the Mailoor Saddle.

"The Board consider that there can be no question that this trace is the best that can be made as it is the shortest road to Coonoor and is superior to the present trace as regards Ootacamund as, though two miles longer, it is much more sheltered from the south-west monsoon. It passes through a far more favorable country for planting purposes. The Board think that the scheme should be at once submitted to the Board of Revenue for sanction with a view to its being included in next year's budget; the Board propose that the road should be opened out to a width of four feet at Rupees 300 a-mile including the blasting of rock to that width, and that the bridge should be constructed as soon as the trace is opened out. As the stream is impassable except occasionally in January, February, and March, and at all times is a difficult passage, Mr. Havelock states he is prepared to contribute towards the construction of the bridge, and hopes to raise an amount equal to at least twenty per cent of the total cost."

2. I have delayed forwarding the resolution in order to make certain inquiries about the proposed road. I submit the letter of the District Engineer on the subject to the Local Fund Board and a sketch of the trace.

3. The sketch shows that the present route from Mailkoondah to Coonoor *viâ* Ootacamund traverses two sides of a triangle, of which an existing road and its continuation, the proposed road, forms the third side. The proposed road opens up a country facing the Bhowany Valley very favorable for planting. Its construction is estimated to cost Rupees 49,438.

4. The difficulty in connection with the proposed road is the bridge crossing the Poorthy River. This structure will be expensive, because it is necessary to raise the bridge very high over the stream.

5. Captain Morant points out that the proposed road will shorten the distance from the Koondahs to Coonoor by eight miles and will be cheaper than an improvement of the existing trace *viâ* Ootacamund to Coonoor. There is no object in improved communication with Ootacamund. The object is to provide easy communication with Mettoopolliem.

6. The proposed road will serve Mr. Havelock's estate and the estate of Mr. Parker and properties aggregating 1,500 acres, the applications for which are pending. If the road is opened, there is every prospect of extensive planting

along the line. The road is strictly a planters' road. I may observe that the only roads that have hitherto been constructed with view to the existing properties on the hills are the Kotagherry Ghaut, the Hoolical Road, one mile long, the Colacombay Road, and the Yellanhully Road.

ENCLOSURE No. 1.—District Engineer's letter.

ENCLOSURE No. 2.—Its enclosure, table of gradients, &c.

ENCLOSURE No. 3.—Plan.

SUBMITTED for the orders of Government.

2. The Local Fund Board, Nilgiris, forward for sanction a scheme for a road to connect the Koondahs with the Coonoor Ghaut. The amount of the approximate estimate is Rupees 49,438. The cost of an alternative line *viâ* Ootacamund is estimated at Rupees 61,572, and from the particulars given by the District Engineer as to gradients and distances, it seems established that the line now proposed is in every way preferable. The cost of opening the trace as a bridlepath is given as Rupees 3,700. It is stated that the planters will raise one-fifth of the cost of the bridge, or a sum of Rupees 2,000.

3. The Local Board wish that the work should be entered in the budget of 1876-77, but they are hard pressed for funds (*vide* Board's Proceedings, 25th August 1875, No. 2,405), and are entirely dependent on Provincial grants. The work which they propose to undertake is a heavy one and will absorb the small sum which they will be able to appropriate to new works for some years. As their power of doing the work at all depends upon the liberality of Government, it is for Government to decide whether the project should be approved and detailed surveys and estimates called for. The work, it is probable, will be a very useful one.

(A true Copy and Extract.)

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

No. 14.

No. 656.

MEMORANDUM.

[Proceedings of the Board of Revenue, dated 18th September 1875, No. 2610.]

I am of opinion that the object in view, *viz.*, the connection of the eastern slopes of the Koondahs with the new Coonoor Ghaut may be attained much more satisfactorily than by the line originally brought forward by Mr. Havelock, and since traced and advocated by the District Engineer. The line I would advocate is marked on the accompanying tracing EDB; that traced by Captain Morant ECA, E being their junction near the village of Mail Koondah; D and C the points at which they respectively cross the Poorthy River (a main feeder of the

Bhowany), and B and A the two saddles between which Devah Sholah lies, where connection is formed with a made road to the Coonoor Ghaut.

EC =	6	miles,	6	furlongs,	174	yards.
CA =	5	,,	3	,,	177	,,
ECA =	12	,,	2	,,	131	,,
ED =	6	,,	1	,,	70	,,

And the length of the untraced portion DB of the line I advocate is not likely to make the total length EDB greater than that of ECA. And I must object to the trace CA that on it occur a continuous ascent and a descent, of nearly two miles each, on gradients which will work out as steep as that of the Coonoor Ghaut, while the ascents and descents on the other line will be short, and varied by level stretches; that is to say, that in an Engineering point of view, apart from the consideration of large bridges, EDB is the preferable line.

2. There is no question of going into Ootacamund involved in the above comparison; and Captain Morant's introduction of it has quite obscured, instead of illustrating, the subject. But it is futile to say, as the President of the Local Fund Board does in paragraph 5 of his letter to the Board of Revenue, that "there is no object in improved communication with Ootacamund." When planters settle on the eastern slopes of the Koondahs, it will be a very great object to them to have good communication with Ootacamund; as it is already a great object with all residents at, and visitors to, Ootacamund, to have good communication with the delightful scenery and good sport of the Koondahs. And these future planters (let it be remembered) will be resident, not as Mr. Havelock is two miles further south and west of the point E, but in the wooded sholahs between E and the Avalanche, the bottoms of which are crossed by the trace ED. To the majority of the future planters therefore the high level line, as I may call it, will be the best, and it certainly will be the best for all Ootacamund visitors and residents for whom the Avalanche Bungalow is a fixed halting-place en route to the Koondahs.

3. It is therefore established, to my satisfaction, that D is a better point for bridging the Poorthy River than C on grounds of general utility; and in assuming that the former must cost Rupees 25,000 and the latter only Rupees 10,000, I submit that Captain Morant is not justified; he has no knowledge of the former site, and did not take a section of the latter. And on general grounds it may be assumed that the cost of a bridge at the higher site, and of one across the Nunjanaad River, near Bembaty, need not greatly, if at all, exceed the cost of a single bridge at the lower site below where the waters of both streams have united. The same quantity of water has to be passed under the road in either case.

4. With these remarks I recommend that the trace of the line EDB be completed, and estimated for at once, and that an entry of Rupees 25,000 be authorized in the Provincial Budget of 1876-77 for opening it out to twelve feet in width with minor bridges and drains; the larger bridges to be undertaken in the following year.

(Signed) G. W. WALKER, Major-General, R.E.,
Chief Engineer, P. W. D.

OOTACAMUND,
12th October 1875.

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

Proceedings of the Madras Government, Financial Department,
3rd November 1875.

No. 15. ORDER THEREON, 3rd November 1875, No. 2144.

The Chief Engineer's note will be referred to the President of the Local Fund Board, Nilgiris, for his consideration. He is requested to examine the alternative line, and to submit a similar estimate for it.

(True Extract.)

Officiating Chief Secretary.

To the Board of Revenue, with enclosures.
,, Public Works Department.
,, President of the Local Fund Board, Nilgiris.

Govt. of {1875} Madras.

FINANCIAL.

To

The BOARD OF REVENUE,

&c., &c., &c.

Dated November, 3rd.

Issued

Read.

Encl.

G.O., 3rd November 1875, No. 2144.

NOVEMBER.

Nos. 13—15.

Local Funds—Roads.—The Chief Engineer submits a letter to the Nilgiri Local Fund Board from the District Engineer reporting that the Kotagherry Ghaut is now open for traffic but that it has cost twenty-five per cent. or 11,720 Rupees in excess of the estimate and an allotment of the money is required. The Chief Engineer makes a note on the subject of the proposed connection of the Coonoor Ghaut with the eastern slopes of the Koondahs with the new Kotagherry Ghaut. The Coonoor Ghaut, referred to the President of the Nilgiri Local Fund Board, Nilgiris, for his consideration and report with instructions to submit an estimate for the alternative line proposed by the Chief Engineer.

No. 2,405.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 25th August 1875.

Read the following letter from J. R. COCKERELL, Esq., President of the Local Fund Boards, Nilgiris, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Ootacamund, 17th June 1875, No. 20 :—

I HAVE the honor to submit a letter to the Nilgiri Local Fund Board from the District Engineer reporting that the Kotagherry Ghaut is now open for traffic but that it has cost twenty-five per cent. or 11,720 Rupees in excess of the estimate and an allotment of the money is required. I enclose the revised estimate.

2. The District Engineer assigns the following reasons for the extra expenditure :—

(1), that part of the work was scamped and had to be done over again owing to his not being allowed a separate establishment to supervise ;

(2), that the want of proper supervision led to a greater expenditure in blasting than would otherwise have been sufficient ;

(3), that the execution of the earth-work exceeded the estimate owing to the earth proving harder to dig than could have been anticipated ;

(4), that more rock was encountered than was foreseen.

3. The District Engineer explains that he incurred the extra expenditure on his own responsibility and without sanction believing it his duty to carry on the work to a conclusion as the Government in G.O., Financial Department, dated 15th May 1874, No. 840, expressed themselves as attaching great importance to the completion of the ghaut "within the current year."

4. The Local Fund Board at a meeting held on the 31st May 1875 passed the following Resolution upon the letter :—

"Read letter from the District Engineer, dated the 24th May 1875, No. 118, submitting original and revised estimates for the excess expenditure on the Kotagherry new ghaut amounting to twenty-five per cent. over the estimated cost.

"The President will address Government on the subject, and will point out that the Board cannot hold themselves responsible for the excess expenditure incurred inasmuch as the Government, by G.O., No. 840, dated 15th May 1874, took the ghaut out of the Board's hands. In forwarding the explanation the President will point out that, notwithstanding the excess of the expenditure over the estimate, the execution of the work compares favorably with the execution of other ghaut works in the district, having been only twenty-five per cent. in excess of the estimate, whereas the excess over estimate on the Coonoor Ghaut was 100 per cent. and twenty-five per cent. on the Goodaloor Ghaut exclusive of the labor of a gang of convicts, whose work was estimated as worth Rupees 10,000. The cost per mile of the Kotagherry Ghaut is less than that of a similar ghaut on the Annamallays."

5. The Local Fund Board consider that the execution of the ghaut has been satisfactory, and they trust that the Government may be pleased to supply the funds now required.

ENCLOSURE No. 1.

From Captain J. L. L. MORANT, R.E., District Engineer, Nilgiris, to J. R. COCKERELL, Esq., President of the Local Fund Boards, Nilgiris, dated Ootacamund, 21th May 1875, No. 118.

I HAVE the honor to report that the new Kotagherry Ghaut is now completed and open for traffic ; but I very much regret being obliged at the same time to forward a revised estimate for

the work, amounting to Rupees 59,050, or nearly twenty-five per cent. in excess of the former sanctioned estimate, which was Rupees 47,330 (Rupees 44,930 sanctioned in Financial G.O., No. 606, of the 1st May 1872, and Rupees 2,400 in Public Works G.O., No. 113, of the 15th July 1874). The excess amounts to Rupees 11,720. Of this Rupees 6,684 were expended in 1874-75 and Rupees 5,036 are needed in 1875-76.

2. In Financial G.O., No. 840, of the 15th of May 1874, paragraph 2, Government are pleased to say that "they attach great importance to the completion of the Kotagherry Ghaut within the current official year," and the Local Fund Board, in No. 21 of their Proceedings, dated 27th July 1874, observe that "in their opinion, it is much more conducive to the interests of the district that this work should be finished before a new work is commenced." I beg also to state that the Kotagherry Ghaut has had to be carried out under the superintendence of the Wellington Overseer. Preparations have been in hand for some few months relating to the unfinished Wellington Barrack Block, which was to have been actively pushed on at the beginning of the current official year; it was therefore very important that the Kotagherry Ghaut should be completed before the new barrack was actually taken in hand, so as to allow of the Overseer being able to devote his attention to one work at a time. Had the completion of the Kotagherry Ghaut been delayed it must have been carried out at the same time that the Wellington Barrack was in hand. It would have been impossible for me with only one Overseer to undertake the two works together, and I was informed by higher authority, and in a Government Order, that any extra establishment was out of the question.

For the above reasons I regret having taken upon myself to bring the Kotagherry Ghaut to a conclusion and to incur some unauthorized expenditure; for this, under the circumstances, I crave the indulgence of the Board and of Government.

3 Before proceeding to explain the causes of the excess in the estimate I beg to lay before the Board the exceptional and difficult circumstances under which the work has been carried out.

Two other ghauts, neither of them so long as the Kotagherry Ghaut, have been constructed in this district. I allude to the Coonoor Ghaut and to the Goodaloor Ghaut. To construct the former (sixteen miles long), a special officer, Major Law, was resident at Coonoor to attend to that work only. He had under him at one time three Overseers, and he had the advantage of the advice of the Superintending Engineer who frequently resided at Coonoor.

To construct the Goodaloor Ghaut, ten miles long, a special resident Overseer was in charge, who lived at Neddiwuttum. To assist him in tracing the line an additional Overseer on Rupees 150 per mensem was employed for some time, and the Taluq Overseer was frequently sent from Ootacamund to assist in taking measurements and in making payments, &c.

For two years a gang of sixty convicts were employed on this ghaut free of charge, except for police guards. The value of their labor would be nearly 10,000 Rupees.

I beg to be allowed to adduce another case. A new ghaut, somewhat similar to the Kotagherry Ghaut, has been recently opened as a bridle-path in the Coimbatore District up towards the Annamallay Hills. Colonel Farewell, the then Superintending Engineer for Ports and Communications, was sent to trace it for a length of 6¼ miles. It occupied him six weeks. To assist him he had an Assistant Engineer and two Overseers. An Overseer experienced in ghaut works, and who was on the Goodaloor Ghaut Road, has since been retained on the ghaut to cut out and complete the bridle-path.

Now, in the case of the Kotagherry Ghaut, I have all along had no one in sole charge. Kotagherry is thirteen miles distant from Wellington, and the Kotagherry Ghaut is eighteen miles long. The Cantonment Overseer at Wellington, in addition to his other duties at the barracks and at Coonoor, and on the roads around those two stations, has had to trace, survey, and construct this ghaut. It has been a severe labor to him, and his unavoidable absences on this duty every other week from the Cantonment have been complained of by the authorities there.

90

4. The excess over the original estimate amounts to Rupees 11,720. This is made up of the following items:—

	Rs.
1. Unexpected rock encountered where it was not anticipated ...	7,218
2. The earth-cutting in parts proving harder than was expected...	1,271
3. The cost of rebuilding certain retaining walls which failed ...	2,113
4. Additional first-class drains erected	1,118
Total...	11,720

The first increase has occurred entirely between the fifth and eleventh miles of the ghaut, reckoning from Kotagherry. In this portion rock of a very hard description was unexpectedly encountered.

This increase might have been somewhat reduced by the building of additional walls in the place of blasting if only stone-builders in sufficient numbers to work constantly could have been procured. But the walls which were erected were built with very great difficulty and with repeatedly vexatious delays. Had a larger number of retaining walls been constructed the completion of the ghaut would have been retarded at least a whole year.

The third item is, of course, one which has caused me considerable concern. The walls which failed were three in number, of which only one was large. They were built by Mr. Power, the late Overseer, at a time when he was engaged on the surveys for the Coonoor water supply and drainage. At that time he was also suffering from debility and sore-eyes. The foundations for the walls were well selected, but they were not carefully built throughout, and their sections were made slighter than ordered by me. One of the bridges and one of the drains were undermined by the flow of water and needed strengthening. One hundred and eleven retaining walls in all have been built on this ghaut, so that the percentage of failure is only three. The other items, I trust, need no remark.

5. I may here be permitted to mention that the new Coonoor Ghaut was completed at a cost exceeding its first sanctioned estimate by fifty per cent.; another forty per cent. was expended on it, and Rupees 1,500 per mile were expended on it afterwards to bring its condition up to what it ought to be. It thus exceeded its original estimate by 100 per cent. The Goodaloor Ghaut exceeded its estimate by twenty-five per cent.

The new Kotagherry Ghaut has been opened out to a width of nowhere less than eight feet, at least six feet having been cut out of the solid. It is eighteen miles long, has five bridges—three of twenty feet and two of fifteen feet span,—and 182 stone drains. Where retaining walls have been built it is twelve feet wide inside the parapet. It has four zigzags, and its maximum gradient is 1 in 17.

The Annamallay Ghaut, which is stated in last year's Administration Report to be a bridle-path to the Poonachy Saddle, is only 6¼ miles long with fourteen zigzags. At the zigzags the roads are each twelve feet wide for some little distance. Across rock it is blasted out to a width of six feet only, and in soil only three feet out of the solid ground has been cut. It has cost Rupees 2,800 per mile. The revised estimate of the Kotagherry Ghaut gives a mileage rate of Rupees 3,280. This is one-sixth of the cost of the new Coonoor Ghaut, which is twice as wide, and one-third that of the Goodaloor Ghaut, which is only half as wide again.

6. I beg, in conclusion, to express my sincere regret at the expenditure having exceeded the estimate; but I venture to submit that, under all the circumstances explained, it could not be avoided.

Enclosure No. 2.—Revised Estimate.

Enclosure No. 3.—Comparative Statement.

SUBMITTED for the orders of Government.

2. The new Kotagherry Ghaut is reported to have been completed at a cost of Rupees 59,050, as per revised estimate now submitted. This estimate is in excess of the original one* by Rupees 11,720, and the causes of the excess are fully explained by the District Engineer.

* Amount of estimates, Rupees 47,330, sanctioned in G.O., Financial Department, dated 1st May 1872, No. 606, and G.O., Public Works Department, dated 15th July 1874, No. 113.

3. Of the excess, Rupees 11,720, Rupees 6,684 are stated to have been expended in 1874-75 and Rupees 5,036 as needed in 1875-76.

4. In their Proceedings, dated 13th November 1874, Miscellaneous No. 7,902, the Board requested the sanction of Government for a contribution of Rs. 2,412 from Provincial Funds for the completion of the work, but no order appears to have as yet been passed thereon.

5. The Board resolve to recommend Government to sanction a grant of Rupees 5,036 from Provincial Funds, which sum the District Engineer states is required for 1875-76. It is observed that there is nothing available out of the Local Funds of the Circle to meet any portion of the amount applied for.

6. The Board think that, as the fact that the estimate was about to be exceeded must have long been known to the District Engineer, it ought to have been brought to notice earlier.

(True Copies and Extract.)

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

To the Officiating Chief Secretary to Government, Financial Department,
with two enclosures, to be returned.
,, the President of the Local Fund Boards, Nilgiri Circle.

Copy to the District Engineer, Nilgiris.
,, to the Controller of Public Works Accounts.
Exd. A. S. Rodgers.

1875.
Board of Revenue,
MADRAS.

PROCEEDINGS, 25TH AUGUST 1875, No. 2,405.

Received

Encl.

AUGUST.
No. 2,405.

Kotagherry Ghaut—in Nilgiri Local Fund Circle.—Report of President that — is now open for traffic and that it has cost Rupees 11,720 in excess of the original estimate, submitted to Government. Recommendation made that sanction be accorded for a grant from Provincial Funds of Rupees 5,036 required for the work in 1875-76.

110

No. 2,610.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 18th September 1875.

Read the following letter from J. R. COCKERELL, Esq., President of the Local Fund Board, Nilgiris, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Ootacamund, 14th August 1875, No. 27:—

I HAVE the honor to submit, for the favorable consideration of the Board of Revenue, the accompanying resolution passed by the Local Fund Board at a meeting held on the 28th June 1875:—

Read letter from the District Engineer, No. 147, of 24th June 1875, informing that he has traced and marked out road to Koondahs from the Mailoor Saddle.

"The Board consider that there can be no question that this trace is the best that can be made as it is the shortest road to Coonoor and is superior to the present trace as regards Ootacamund as, though two miles longer, it is much more sheltered from the south-west monsoon. It passes through a far more favorable country for planting purposes. The Board think that the scheme should be at once submitted to the Board of Revenue for sanction with a view to its being included in next year's budget; the Board propose that the road should be opened out to a width of four feet at Rupees 300 a-mile including the blasting of rock to that width, and that the bridge should be constructed as soon as the trace is opened out. As the stream is impassable except occasionally in January, February, and March, and at all times is a difficult passage, Mr. Havelock states he is prepared to contribute towards the construction of the bridge, and hopes to raise an amount equal to at least twenty per cent of the total cost."

2. I have delayed forwarding the resolution in order to make certain inquiries about the proposed road. I submit the letter of the District Engineer on the subject to the Local Fund Board and a sketch of the trace.

3. The sketch shows that the present route from Mailkoondah to Coonoor *viâ* Ootacamund traverses two sides of a triangle, of which an existing road and its continuation, the proposed road, forms the third side. The proposed road opens up a country facing the Bhowany Valley very favorable for planting. Its construction is estimated to cost Rupees 49,438.

4. The difficulty in connection with the proposed road is the bridge crossing the Poorthy River. This structure will be expensive, because it is necessary to raise the bridge very high over the stream.

5. Captain Morant points out that the proposed road will shorten the distance from the Koondahs to Coonoor by eight miles and will be cheaper than an improvement of the existing trace *viâ* Ootacamund to Coonoor. There is no object in improved communication with Ootacamund. The object is to provide easy communication with Mettoopolliem.

6. The proposed road will serve Mr. Havelock's estate and the estate of Mr. Parker and properties aggregating 1,500 acres, the applications for which are pending. If the road is opened, there is every prospect of extensive planting along the line. The road is strictly a planters' road. I may observe that the only roads that have hitherto been constructed with view to the existing properties on the hills are the Kotagherry Ghaut, the Hoolical Road, one mile long, the Colacombay Road, and the Yellanhully Road.

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ENCLOSURE No. 2.—Its enclosure, table of gradients, &c.

ENCLOSURE No. 3.—Plan.

SUBMITTED for the orders of Government.

2. The Local Fund Board, Nilgiris, forward for sanction a scheme for a road to connect the Koondahs with the Coonoor Ghaut. The amount of the approximate estimate is Rupees 49,438. The cost of an alternative line *vid* Ootacamund is estimated at Rupees 61,572, and from the particulars given by the District Engineer as to gradients and distances, it seems established that the line now proposed is in every way preferable. The cost of opening the trace as a bridlepath is given as Rupees 3,700. It is stated that the planters will raise one-fifth of the cost of the bridge, or a sum of Rupees 2,000.

3. The Local Board wish that the work should be entered in the budget of 1876-77, but they are hardpressed for funds (*vide* Board's Proceedings, 25th August 1875, No. 2,405), and are entirely dependent on Provincial grants. The work which they propose to undertake is a heavy one and will absorb the small sum which they will be able to appropriate to new works for some years. As their power of doing the work at all depends upon the liberality of Government, it is for Government to decide whether the project should be approved and detailed surveys and estimates called for. The work, it is probable, will be a very useful one.

(A true Copy and Extract.)

H Elsden

Acting Secretary.

To the Officiating Chief Secretary to Government, Financial Department,

Copy to the Commissioner of the Nilgiris.

with three enclosures to be returned.

Exd. J. W. Fischer.

Financial Department. Roads.

1875.

Board of Revenue,

MADRAS.

PROCEEDINGS, 18TH SEPTEMBER 1875, No. 2,610.

Read the letter from the Secretary to the Local Fund Board, Nilgiris, No. 2,405, dated 25th August 1875, forwarding for sanction a scheme for a road to connect the Koondahs with the Coonoor Ghaut.

SEPTEMBER.

No. 2,610.

Road—to connect the Koondahs with Coonoor Ghaut in Nilgiri Circle.—Letter from President, Local Fund Board, forwarding for sanction a scheme for —, submitted for orders of Government with remarks.

135 2 8

No 656

14

Memorandum—

Proc: of the Board of Revenue No 2610 dated 18th Sept: 1875—

I am of opinion that the object in view, viz the connection of the Eastern Slopes of the Koondahs with the New Coonoor Ghaut may be attained much more satisfactorily than by the line originally brought forward by Mr. Havelock, and since traced and advocated by the District Engineer. The line I would advocate is near Red

marked on the accompanying tracing EDB, that traced by Captain Morant ECA - E being their junction near the village of Mail Koondahy, D and C the points at which they respectively cross the Poorthy River (a main feeder of the Bhowany) and B and A the 2 Saddles between which Dwah Sholah lies, where connection is formed with a made road to the Coonoor Ghaut

EC = 6 miles 6 furlongs 174 yards
CA - 5 — 3 — 177 —
ECA - 12 — 2 — 131 —
ED = 6 miles 1 furlong 70 yards

and the length of the untraced portion DB of the line I advocate is not likely to make the total length EDB greater than that of ECA - And I must object to the trace CA that on it occur a continuous ascent and a descent, of nearly 2 miles each, on gradients which will work out as steep as that of the Coonoor Ghaut; while the ascents and descents on the other line will be short, and varied by level stretches - That is to say, that in an Engineering

Engineering point of view, apart from the consideration of large bridges, BDB is the preferable line.

There is no question of going into Ootacamund involved in the above comparison; and Captain Morants introduction of it has quite obscured, instead of illustrating, the subject. But it is futile to say, as the President of the Local Fund Board does in para 5 of his letter to the Board of Revenue that

17 48

that "there is no object "in improved communi- "cation with Ootacamund". When planters settle on the Eastern slopes of the Kondahs, it will be a very great object to them to have good communication with Ootacamund; as it is already a great object with all residents at, and visitors to, Ooty, to have good communication with the delightful scenery and good sport of the Kondahs. And these future planters

planters, (let it be remembered), will be resident, not as Mr Havelock is 2 miles further South and West of the point E, but in the wooded Sholahs between E and the Avalanche, the bottoms of which are croped by the trace ED. To the majority of the future planters therefore the high level line, as I may call it, will be the best - and it certainly will be the best for all Ooty visitors and residents

residents; for whom the Avalanche Bungalow is a fixed halting place en route to the Koondahs-

It is therefore established, to my satisfaction, that D is a better point for bridging the Pootha River than C on ground of general utility - and in assuming that the former must cost Rs 25,000 and the latter only Rs 10,000, I submit that Captain Morant is not justified; he has no knowledge

Knowledge of the former site, and did not take a section of the latter. And on general grounds it may be assumed that the cost of a Bridge at the higher site, and of one across the Neunja-naad River, near Bem-baty, need not greatly if at all exceed the cost of a single Bridge at the lower site below where the waters of both streams have united. The same quantity of water has to be passed under the road in either case

With

21 68

With these remarks I recommend that the trace of the line **EDB** be completed and estimated for at once. And that an entry of Rs 25,000 be authorized in the Provincial Budget of 1876-77 for opening it out to 12 feet in width with minor Bridges and Drains, the larger bridges to be undertaken in the following year.

Ootacamund
12th Oct: 1875

Wm Mahon Major Genl. R.E.
Chief Engr. P.W.D.

To, The Chief Secretary
to Government.

Rec'd 13/1.

230

Financial Department.

No. 2220.

From The Board of Revenue.

Dated 18 Septr 1875.

FOR ORDERS.

His Ex. has approved
of Gen. Walker for
his Remarks - Sdt.
to be disposed of
by the L. F. Execut
the work is approved -

E B

V. 2.

I think Gen. Walker's
hon. slip be sent to
L. F. Dept. Secretary
will request that the

Road to connect the Koondahs with Coonoor — Grant

FOR ORDERS.

Send to Govt
K. W. Dept
for
Ack. forwarded

27-6-10

270 70

Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

papers —

Read the following ~~letter~~

Proc. Bd. of Revenue of 18th Septr. 75, No 2610.
Memo. from Chf Engr. P. W. D. of 12th Octr 75.
No 656.

Order thereon 3d Novr 75 No 2146.

The Chief Engineer's note will be referred to the President of the Local Fund Board, Nilgiris, for his consideration. He is requested to examine the alternative line, and to submit a similar estimate for it.

To

The Bd. of Revenue
P. W. Dept ~~with~~ 11 with enclosure
Pres. L. F. Board, Nilgiris. 6
157
50

Despd 10/11

1-11-75

Govt. of 1876 Madras.

Hull

Dated 3rd } Nov 1876 No. 2144.
Recd.

Nos. 13—15.

Local Fund Board

The Chief Engineer's note on the subject of the proposed connection of the eastern slopes of the Nondahs with the new Coonoor Road, referred to the President of the L. Fund Board Nilgiris for

his consideration with instructions to submit an Estimate for the alternative line proposed by the Chief Engineer.