

(1) Number of pages _____

(2) Date of repair _____

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MADRAS RECORD OFFICE.

Government of Madras.

Financial
DEPARTMENT.

G.O. No.	788	Press
		Mis.
		99-101
Dated	8-6-	1875.

11/12

Not to be folded or roughly handled

Local Funds—Roads.

Read the following papers :—

No. 99. Proceedings of the Board of Revenue, dated 22nd March 1875, No. 685.

Read the following letter from J. R. COCKERELL, Esq., President of the Local Fund Boards, Neilgherries, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Ootacamund, 28th November 1874, No. 28 :—

In paragraph 3 of my letter, No. 6, dated 20th August 1873, printed in G. O., Financial Department, 12th September 1873, No. 1,304, I pointed out that the Collacambai Valley contained about 2,000 acres of coffee, and suggested that communication might be established between the valley and Coonoor, "either by continuing the Hoolicul Road to Pilloor, or by running a road from Pilloor to Kartairy." I wrote that the approximate expenditure of either scheme would be from 15,000 to 20,000 Rupees. The proposal was not entertained.

2. In the Local Fund Budget for the current year, a sum of Rupees 3,380 was allowed for the "road from Kartairy by Pilloor to the Coonoor Ghaut." The Local Fund Board in a resolution submitted with this office letter, No. 20, dated 20th August 1874, proposed to divert this sum to the completion of the Kotagiri Ghaut.

3. I have the honor to forward, for submission to Government, the marginally noted papers relating to the road, and to request that sanction may be accorded to the construction of the section indicated in the subjoined resolution of the Local Fund Board, which

was passed on the 28th September 1874, in consequence of Mr. Mullaly's Agent having refused to give up the land, through which the road from Pilloor to the Coonoor Ghaut would run, without compensation.

"The Board in continuation of their resolution of last meeting resolve for the present only to request the sanction of Government for the construction of the road between Pilloor and Kartairy, amounting to Rupees 15,552. With regard to the other section to Coonoor, the Board would not submit the matter to Government unless the proprietors concerned give up the land required for the road."

4. The plan and estimate were laid before the Local Fund Board on the 31st August last, and 8,000 Rupees out of the 12,000 Rupees for New Works in the Budget for 1875-76 were allotted to the work, a further sum of 2,000 Rupees being assigned to the road from Yellanhully Chuttrum to Kartairy which will join the new road.

5. The road from Kartairy to Pilloor will very much open out the valley, though not to the extent the continuation to the Coonoor Ghaut would do. The section in contemplation will serve the estates in the margin, which at present have no made communication with an arterial road.

6. The Local Fund Board have made the large assignment for which sanction is now sought, with a view to the

	ACREAGE.
Kartairy Estates	79.30
(Cinchona and Coffee.)	
Hoolicul Estates	258.46
Eight Native Coffee Estates	150
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*Proceedings of the Madras Government, Financial Department,
8th April 1875.*

yearly operations being concentrated and one part of the district opened out before another part is attacked. The Board think it better for the general interest that this should be done than that their resources should be parcelled out amongst a number of small independent works on the hill plateau.

ENCLOSURE No. 1.

From Captain J. L. L. MORANT, R.E., District Engineer, Neilgherries, to J. R. COCKERELL, Esq., President of the Local Fund Boards, Neilgherries, dated Ootacamund, 25th July 1874, No. 241.

With reference to resolutions passed by the Board on the 31st March and on the 27th October 1873, I have the honor to forward a survey and estimate, the latter amounting to Rupees 30,320 for opening out to cart traffic the existing trace from the "Glendale" Tea Estate, round by the village of Karkoody, past the "Pilloor," "Little Ireland," and "Hoolicul" Estates to Kartairy.

2. This trace is a continuation of the road which was made in 1872-73 from near the first zigzag of the new Coonoor Ghaut, through the "Glenmore" and "Glendale" Estates, for a length of one and a half miles. From this point up to the Three Tree Saddle, a length of one mile and 220 feet, most of the earth-work has recently been cut out by Mr. Mullaly to a width of at least 15 feet. As the road through the "Glenmore" and "Glendale" Estates is 15 feet wide, I have estimated for this portion being of that width. But from the Three Tree Saddle to Kartairy, a distance of 7 miles 1,013 yards, a road only 12 feet wide is provided for.

3. At the Pilloor Saddle a private road enters the public trace from the south leading from the estates of "Pilloor" and "Little Ireland." This there ceases as a road, but runs northward towards the village of Hoolicul in the shape of a very steep zigzag path. The Pilloor Saddle thus becomes a fixed point of the public trace, when considered with reference to the convenience of the estates in its immediate vicinity. If the above consideration does not determine this point, I may add that the ground to the west of the Pilloor Saddle and between it and Mr. McIvor's Estate of "Hoolicul" abounds in such extensive sheet rocks as to prevent the line being taken above the Pilloor Saddle, except at a very large additional outlay.

4. The Hoolicul Saddle to the east of that of Pilloor is another fixed point on this line of road. It can only be avoided by making a long and expensive detour to the south-east over very precipitously rocky ground.

The Hoolicul is a much higher saddle than that of Pilloor, and between these two saddles occurs the only zigzag on the whole line with the exception of the two already existing near the Coonoor Ghaut. I have been over the whole of this part of the country very carefully to see if it could be cut out; but this objectionable feature is, I regret to say, unavoidable.

5. The rest of the line speaks for itself. One half was traced by Major Law. It possesses in parts severe gradients, the *maximum* being 1 in 13. These severe gradients are not, however, of such great moment, as by far the greater part of the traffic will pass *down* them.

6. There is one point which needs consideration. This is at which end of this loop line is the work to be commenced? Is it to be begun at the "Glendale" Estate or at the Kartairy Saddle? The following considerations bear upon this question. Commencing from the extremity at the "Glendale" Estate the road, after leaving this estate, ascends through Government waste land to the Three Tree Saddle. Thence it passes through Mr. Mullaly's "Non Such" Estate to the village of Karkoody. Numerous estates, totalling 550 acres under bearing, from most of which private roads under construction in various stages of progress here converge, can at this point avail themselves of this road. Here also branches the bridle road to the Droog, a spot much frequented by residents and visitors from Coonoor. From the village of Karkoody the proposed road proceeds to the "Pilloor" Saddle, where it meets an existing private road which tops several estates, totalling 350 acres under bearing. From this Pilloor Saddle the trace continues to the "Hoolicul" Estate of Mr. McIvor, and so on round to the Kartairy Saddle. Along this piece it communicates with estates of about 300 acres under bearing. This Pilloor Saddle may be considered as the

*Proceedings of the Madras Government, Financial Department,
8th April 1875.*

centre of this loop line. Now the distance from the point where this loop line leaves the existing public road near the first zigzag of the new Coonoor Ghaut by the way which I have described to the Pilloor Saddle, is 4 miles 1,720 yards, or nearly 5 miles. But the distance from the same Pilloor Saddle along the other part of this loop line round to the Kartairy Saddle and so down the existing public road to the same point near the Ghaut zigzag, is 8 miles 1,100 yards.

Thus the eastern portion of this loop line touches a greater acreage of estates than the western, and gives them a shorter communication with the Coonoor Ghaut. In my humble opinion on these grounds, the loop road ought to be commenced at where it now ends near the Glendale Estate, and be worked at steadily until its other extremity at Kartairy is reached. It should, however, be borne in mind that the Kartairy Saddle will, when the Yellanhully road is finished, be placed in communication with Ootacamund, and it is already connected with Coonoor. But probably the placing of estates in direct communication with Coonoor and the Coonoor Ghaut, and hence with the railway at Mettapolium by the shortest route, will be considered to be of greater importance than connecting them with Ootacamund.

7. As above stated, the eastern part of this loop road for a length of 1,167 yards passes right through the "Non Such" Estate of Mr. Mullaly's. This gentleman has worked at this portion and has built revetment walls and drains, although the road is not completed for use. He has also expended some money in digging out the earth-work of the portion between the "Glendale" Estate and the Three Tree Saddle. He will not I believe allow the portion which passes through his estate to be completed and used as a public road unless he is reimbursed for the money already expended on these two portions. If he confines himself to this request, I think in common justice his demand should be met. His Agent Captain Reide has I believe written to him by the last mail for instructions, and his reply is expected within three months. Pending that reply I would suggest that no work be done to the road. If the reply be favorable, the work can be then put in hand from the "Glendale" end. If otherwise, I beg to suggest that work be commenced at the Kartairy Saddle. I have prepared an estimate of the value of work done by Mr. Mullaly, which amounts to Rupees 1,234 as per estimate enclosed.

8. The estimate for the unfinished portion of this loop road amounts to Rupees 30,320 for a total length of 8½ miles. This gives a mileage rate of Rupees 3,518. If the sum of Rs. 1,234 be paid to Mr. Mullaly for work already done, the road will cost Rupees 3,658 per mile.

ENCLOSURE No. 2.—Survey Plan.

ENCLOSURE No. 3.—Estimate.

ENCLOSURE No. 4.—Resolution of Local Fund Board.

THE estimate, amounting to Rupees 15,550, for the construction of a road from Kartairy to Pilloor (portion of the line from Kartairy to the Coonoor Ghaut, length 8½th miles) is submitted for the sanction of Government.

2. The estimate for the entire road is made up of the following items:—

	RS.
1. Earthwork	7,799
2. Rough stone works	4,195
3. Blasting and removing rocks	11,723
4. Cost of drains	3,842
5. Superintendence and Sundries... ..	2,761
	30,320
Deduct cost of the road from Pilloor to the Coonoor Ghaut which is not undertaken at present	14,770
	15,550

*Proceedings of the Madras Government, Financial Department,
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3. The Circle Board at first proposed to construct the entire length of the road, on the understanding that all proprietors through whose estates the line passes are to give free of compensation a section of land of the requisite width, but in consequence of the refusal on the part of Mr. Mullaly's Agent to give his portion of the land without compensation, they have resolved upon undertaking at present only the portion of the road under reference.

4. The importance of the work is explained in paragraph 5 of the President's letter.

5. The work appears as Item No. 2 in Part I. of the Budget of 1875-76 with an allotment of Rupees 8,000.

(True Copies and Extract.)

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

No. 100.

No. 775.

It is quite a mistake treating the whole distance from the Coonoor Ghaut at D round by Karkoody and Pilloor Saddle (B) to Kartairy (C) as one road.

2. It was treated by Lieutenant-Colonel Farewell and Major Law under the instructions of Colonel Walker in three separate sections, viz. :—

1st.—*Coonoor Ghaut (D) to saddle near Karkoody*, about $3\frac{1}{4}$ miles in length, of which $1\frac{1}{2}$ miles are completed for traffic to a width of 5 yards, and work valued at Rupees 1,234 done on the remainder. This portion was laid out to communicate with the Droog Estates and to supersede the very steep track to the Droog itself running through the Runnymede Estate.

2nd.—*From Kartairy (C) to the Pilloor Saddle (B)*, a length of $5\frac{1}{8}$ miles, for opening which the estimate of Rupees 15,550 now submitted for sanction provides, being at a mileage rate of Rupees 3,000.

3rd.—*A connecting link between Nos. 1 and 2*, about $1\frac{7}{8}$ miles in length.

No. 1 was commenced six years ago, and should have been completed long since; Mr. Mullaly's opposition now stops the way. But the trace was cut through his land before he took it up, and it is inconceivable how the right of Government to open the trace should not have been reserved.

No. 2 is a well traced line, much wanted, and which should be sanctioned and carried out at once.

No. 3 was abandoned by Colonels Walker and Farewell on account of the bad ground and objectionable gradients of one in thirteen which were necessitated. The Hoolicul Saddle over which it goes is too high. In fact, the line should never be opened wider than bridle-path.

The District Engineer should be ordered to recast his estimate into these three sections, and to adopt the proper form of road estimate. At present his detailed estimate would be most difficult to work from, and his abstract estimate is too condensed.

(Signed) G. W. WALKER, Colonel, R.E.,
Chief Engineer, P.W.D.

3rd April 1875.

*Proceedings of the Madras Government, Financial Department,
8th April 1875.*

No. 101.

ORDER THEREON, 8th April 1875, No. 788.

The estimate for the section of road from Kartairy to Pilloor is sanctioned.

2. The Commissioner should at once inquire on the subject of the trace made through Mr. Mullaly's holding, and whether any reservation was made of right to open it out. If not, he should endeavour to settle suitable compensation for the purpose.

3. The attention of the Local Fund Board should be drawn to Colonel Walker's remarks on the junction between Pilloor and Karkoody.

(True Extract.)

W. HUDLESTON,
Chief Secretary.

To the Board of Revenue, with three enclosures.

„ Public Works Department.

„ Accountant-General.

Exd. E. C. Shunker.

Memorandum

It is quite a mistake treating the whole distance from the Coonoor Ghat at D, round by Karkoody, and Pilloor Saddle (B), to Kattang (C) as one Road -

It was treated by Lt. Col. Fenewell and Major Law under the instructions of Colonel Walker, in 3 separate sections, viz.

1st Coonoor Ghat (D)
to Saddle near Karkoody,
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of which $1\frac{1}{2}$ mile is com-
pleted for traffic to a
width of 5 yards, and
work valued at Rs. 1234
due on the remainder.

This portion was laid out to communicate with the Droog Estate, and to supersede the very steep track to the Droog itself running through the Runnymede Estate.

2^d - From the Kintairy (C) to the Pillars Saddle (B)

a length of $5\frac{1}{2}$ miles, for opening which the Estimate of £15550 was submitted for sanction provided, being at a mileage rate of £3000 -

3^d - A connecting link between Nos 1 & 2; about $1\frac{1}{2}$ miles in length -

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Amraher (d. R. S.)
Chief Insp. W. P. W.

3.4.75.

13. Dec 11.
I communicated this paper
to Colonel Walker who is familiar
with the ground & he has kindly
recorded a useful explanatory Memo
- which shows that the Estimate
submitted viz. for the road from
Kastairy to Pilloor No 2 on his list
may be sanctioned.

I would direct inquiry whether
any Reservation was made in favor
of the traced line through the Malley
Estate - and inquire what Compensation
is asked.

I would draw the Local
Fund Board's attention to Col. Walker's
remarks on No 3 of his list viz the
junction between Pilloor & Kartairy.
I do not think it will be
necessary to return the estimate.

6/4

MB

Matter standing in the Coonoor

15

No. 685.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 22nd March 1875.

Read the following letter from J. R. COCKERELL, Esq., President of the Local Fund Boards, Neilgherries, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Ootacamund, 28th November 1874, No. 28:—

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"The Board in continuation of their resolution of last meeting resolve for the present only to request the sanction of Government for the construction of the road between Pilloor and Kartairy, amounting to Rupees 15,552. With regard to the other section to Coonoor, the Board would not submit the matter to Government unless the proprietors concerned give up the land required for the road."

4. The plan and estimate were laid before the Local Fund Board on the 31st August last, and 8,000 Rupees out of the 12,000 Rupees for New Works in the Budget for 1875-76 were allotted to the work, a further sum of 2,000 Rupees being assigned to the road from Yellanhully Chuttrum to Kartairy which will join the new road.

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yearly operations being concentrated and one part of the district opened out before another part is attacked. The Board think it better for the general interest that this should be done than that their resources should be parcelled out amongst a number of small independent works on the hill plateau.

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2. This trace is a continuation of the road which was made in 1872-73 from near the first zigzag of the new Coonoor Ghaut, through the "Glenmore" and "Glendale" Estates, for a length of one and a half miles. From this point up to the Three Tree Saddle, a length of one mile and 220 feet, most of the earth-work has recently been cut out by Mr. Mullaly to a width of at least 15 feet. As the road through the "Glenmore" and "Glendale" Estates is 15 feet wide, I have estimated for this portion being of that width. But from the Three Tree Saddle to Kartairy, a distance of 7 miles 1,013 yards, a road only 12 feet wide is provided for.

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4. The Hoolical Saddle to the east of that of Pillor is another fixed point on this line of road. It can only be avoided by making a long and expensive detour to the south-east over very precipitously rocky ground.

The Hoolical is a much higher saddle than that of Pillor, and between these two saddles occurs the only zigzag on the whole line with the exception of the two already existing near the Coonoor Ghaut. I have been over the whole of this part of the country very carefully to see if it could be cut out; but this objectionable feature is, I regret to say, unavoidable.

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6. There is one point which needs consideration. This is at which end of this loop line is the work to be commenced? Is it to be begun at the "Glendale" Estate or at the Kartairy Saddle? The following considerations bear upon this question. Commencing from the extremity at the "Glendale" Estate the road, after leaving this estate, ascends through Government waste land to the Three Tree Saddle. Thence it passes through Mr. Mullaly's "Non Such" Estate to the village of Karkoody. Numerous estates, totalling 550 acres under bearing, from most of which private roads under construction in various stages of progress here converge, can at this point avail themselves of this road. Here also branches the bridge road to the Droog, a spot much frequented by residents and visitors from Coonoor. From the village of Karkoody the proposed road proceeds to the "Pillor" Saddle, where it meets an existing private road which tops several estates, totalling 350 acres under bearing. From this Pillor Saddle the trace continues to the "Hoolical" Estate of Mr. McIvor, and so on round to the Kartairy Saddle. Along this piece it communicates with estates of about 300 acres under bearing. This Pillor Saddle may be considered as the

centre of this loop line. Now the distance from the point where this loop line leaves the existing public road near the first zigzag of the new Coonoor Ghaut by the way which I have described to the Pillor Saddle, is 4 miles 1,720 yards, or nearly 5 miles. But the distance from the same Pillor Saddle along the other part of this loop line round to the Kartairy Saddle and so down the existing public road to the same point near the Ghaut zigzag, is 8 miles 1,100 yards.

Thus the eastern portion of this loop line touches a greater acreage of estates than the western, and gives them a shorter communication with the Coonoor Ghaut. In my humble opinion on these grounds, the loop road ought to be commenced at where it now ends near the Glendale Estate, and be worked at steadily until its other extremity at Kartairy is reached. It should, however, be borne in mind that the Kartairy Saddle will, when the Yellanhully road is finished, be placed in communication with Ootacamund, and it is already connected with Coonoor. But probably the placing of estates in direct communication with Coonoor and the Coonoor Ghaut, and hence with the railway at Mettapolium by the shortest route, will be considered to be of greater importance than connecting them with Ootacamund.

7. As above stated, the eastern part of this loop road for a length of 1,167 yards passes right through the "Non Such" Estate of Mr. Mullaly's. This gentleman has worked at this portion and has built revetment walls and drains, although the road is not completed for use. He has also expended some money in digging out the earth-work of the portion between the "Glendale" Estate and the Three Tree Saddle. He will not I believe allow the portion which passes through his estate to be completed and used as a public road unless he is reimbursed for the money already expended on these two portions. If he confines himself to this request, I think in common justice his demand should be met. His Agent Captain Reide has I believe written to him by the last mail for instructions, and his reply is expected within three months. Pending that reply I would suggest that no work be done to the road. If the reply be favorable, the work can be then put in hand from the "Glendale" end. If otherwise, I beg to suggest that work be commenced at the Kartairy Saddle. I have prepared an estimate of the value of work done by Mr. Mullaly, which amounts to Rupees 1,234 as per estimate enclosed.

8. The estimate for the unfinished portion of this loop road amounts to Rupees 30,320 for a total length of 8½ miles. This gives a mileage rate of Rupees 3,518. If the sum of Rs. 1,234 be paid to Mr. Mullaly for work already done, the road will cost Rupees 3,658 per mile.

ENCLOSURE No. 2.—Survey Plan.

ENCLOSURE No. 3.—Estimate.

ENCLOSURE No. 4.—Resolution of Local Fund Board.

THE estimate, amounting to Rupees 15,550, for the construction of a road from Kartairy to Pillor (portion of the line from Kartairy to the Coonoor Ghaut, length 8½ miles) is submitted for the sanction of Government.

2. The estimate for the entire road is made up of the following items:—

	RS.
1. Earthwork	7,799
2. Rough stone works	4,195
3. Blasting and removing rocks	11,723
4. Cost of drains	3,842
5. Superintendence and Sundries... ..	2,761
	30,320
Deduct cost of the road from Pillor to the Coonoor Ghaut which is not undertaken at present	14,770
	15,550

No 99

3. The Circle Board at first proposed to construct the entire length of the road, on the understanding that all proprietors through whose estates the line passes are to give free of compensation a section of land of the requisite width, but in consequence of the refusal on the part of Mr. Mullaly's Agent to give his portion of the land without compensation, they have resolved upon undertaking at present only the portion of the road under reference.

4. The importance of the work is explained in paragraph 5 of the President's letter.

5. The work appears as Item No. 2 in Part I. of the Budget of 1875-76 with an allotment of Rupees 8,000.

(True Copies and Extract.)

H. E. M.
Acting Secretary.

To the Chief Secretary to Government, Financial Department,
with three enclosures, to be returned.

Copy to the President, Local Fund Board, Neilgherry Circle.
" to the District Engineer, Neilgherries.
" to the Controller of Public Works Accounts.

Exd. E. C. Shunker.

21/4

The estimate submitted to the Government with remarks.

Road—from Kartaiy to Pillor in Neilgherry Circle.—Estimate, amounting to Rupees 15,550, for the construction of—submitted for sanction of Government with remarks.

MARCH.
No. 685.

Received 1st April 1875

12/4/75
206

Do 23/9/1875
Encl. 3

PROCEEDINGS, 22ND MARCH 1875, No. 685.

Final to Government
1875, (23rd March)
BOARD OF REVENUE,
MADRAS.

Estimate - Roads -

19

Financial Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following letter paper

Res. of the Board of Revenue - 22nd March 1875 - No 685
Memo to the Chief Engineer - 3 April 1875

W
Order thereon 8 April 75 - No 788.

The estimate for the section of road from Kartaiy to Pillor is sanctioned
2. The Commissioner should at once enquire on the subject of the trace made through Mr. Mullaly's holding and whether any reservation was made of right to open it out. If not, he should endeavour to settle suitable Compensation for the purpose

3.

3. The attention of the
^{Fund} Local Board should be
drawn to all Walker's
remarks on the junction
between Pillars and
Harrody.

J.B.

The Board of Res 14
with 3 enclosures
P. Wark Sept 11
Acct General 6

Sept 20/6

55 L. Ch. Engr. Memo
10

Goodman & Co
Providence
Chile

To

Providence

Dated & signed
Recd.

175. No. 788

Nos. 29-101

Chile. Chile. Chile.
uncovering 8th/15/50
for the purpose of
road from Santiago
to Valparaiso, situated
with curvatures.

From order
Dispatch
20th