M.R.O. 1—38,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Judicial DEPARTMENT.

G.O. No. 2080 Press ~~Mis.~~
197-198

Dated 20.12.1862 ~~19~~ .

415

Not to be folded or roughly handled

Proceedings of the Madras Government, Judicial Department,
20th December 1862.

No. 197. Read the following Proceedings of Government in the Public Works Department, dated 15th December 1862, No. 2,999.

Desiring that the suggestion of the Deputy Chief Engineer S. C., relative to the employment of Convicts in connection with the maintenance of the road between the Poothanoor (Coimbatore) Railway Station and Kullaur at the foot of the Coonoor Ghat and of other first class lines, be referred to the Inspector General of Jails.

(Vide Proceedings Public Works Department, dated 15th December 1862, Nos. 282 & 283.)

No. 198. ORDER THEREON, 20th December 1862, No. 2,080.

Para. 4 of Lieutenant Colonel Ouchterlony's letter will be communicated to the Inspector General of Jails.

2. The Government have already sanctioned the location of gangs of Convicts on the Metapollium road.

(Signed) A. J. ARBUTHNOT,
Chief Secretary.

Exd. T. McMootry.

PUBLIC WORKS DEPARTMENT.

Public.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following letter from Lieutenant-Colonel J. OUCHTERLONY, R. E., Deputy Chief Engineer, Southern Circle, to Colonel W. I. BIRDWOOD, R. E., Secretary to Government, Public Works Department, dated Madras, 19th November 1862, No. 288:—

SIR,

1. I request the sanction of Government for an entry in the Budget of 1863-64 of Rupees 10,000 as maintenance allowance for the road between the Poothanoor (Coimbatore) Railway Station and Kullaur at the foot of the Coonoor Ghát: correspondence with the District Engineer is appended.

} Letter from the District Engineer, No. 295, dated 15th October 1862.

2. The amount in question is at the rate of Rupees 333 per mile for the whole distance, which may be taken at 30 miles, and although this exceeds by Rupees 77 the allowance fixed for the maintenance of the main or "Trunk" lines of road under the old "Road Department," I do not think that under the peculiar circumstances a less sum will suffice for a road so incessantly travelled over by narrow wheeled vehicles as is the Matepolliem Junction line.

3. The gravel found in situ along it is for the most part inferior; and I think there can be no doubt, as I have indicated in former correspondence,* that until this, in common with all other main Railway feeders in the south, have their centre tracks coated throughout with broken metal of a tough and proper quality instead of the crumbling clayey laterite or kunkur now generally employed, they will never be maintained in a permanently efficient condition. This description of metal is of course comparatively costly, because it has to be carried over a distance varying according to local circumstances; but there can be no doubt that its employment on heavily trafficked roads, when applied to a surface properly prepared by incorporation of sand or otherwise, results in real and absolute economy.

* No. 280, dated 14th November 1862.

4. It seems to me that the cost of maintenance of this and other first class lines could be greatly reduced by permanently locating a body of convicts at favorable spots, and by keeping them constantly employed (as in England) in breaking stone for road metal. The Inspector General of Jails is, I know, very anxious to find legitimate employment for the fast increasing number of prisoners accumulating in the southern Districts; and as the men, if employed as I suggest, might work within an enclosure, thereby economizing Police guards, and as their labor, on task, could not fail to be highly remunerative to the State, Government may perhaps think the subject worth referring for the consideration of Mr. Rhode.

5. As regards the Matepolliem line I have to observe that the amount I have recommended as a maintenance allowance will be far more than covered if the tolls proposed in my letter No. 48, dated 1st July 1862,† are levied at even so low a rate as 1 Anna per laden cart going to Coimbatore and to short stations, and 2 Annas additional to clear up to the foot of the Coonoor Ghát. For if Captain Burn's Traffic Returns are correct the number of laden carts passing out of the Coimbatore Railway Station in September last was 14,896, while the number which went as far as Matepolliem was 4,460, the total of laden bullocks being respectively 8,968 and 29,980. Hence

14,896 carts at 1 Anna	Rupees	931
4,460 carts at 2 Annas	,,	557
	Rupees	1,488
Deduct for six Toll takers and contingencies...		138
	Rupees	1,350

† G. O. No. 1,849, dated 4th August 1862.

monthly or Rupees 16,200 annually, irrespective of the toll on pack animals, which would of course be levied.

6. Government have directed me to prepare, in communication with the Collector and the District Engineer, a scheme for toll bars and tolls on the Segoor and Coonoor Ghâts; and I

shall be glad to be informed whether I may not at the same time, while selecting sites on these lines, include the Coimbatore and Matepolliem road as comprehended within the same Order, viz., No. 2,622, dated 3rd November 1862.

ORDER THEREON, 15th December 1862, No. 2,999

1. A sum of Rupees 1,400 was sanctioned in the year 1857 for the maintenance of the road from Coimbatore to the foot of the Coonoor Ghát. In the past official year the District Engineer requested that the grant might be increased to Rupees 2,000, as consequent on the then expected opening of the Railway the amount of wear and tear upon the road would be very great. The increased allowance was accordingly authorized in Proceedings dated 8th February 1862, No. 165. In the Budget of the current official year, however, no provision whatever was made by the Chief Engineer for the maintenance of the road in question under the erroneous* supposition that the increased allowance sanctioned for the road from the foot of the Coonoor Ghát to Ootacamund, provided also for the maintenance of the line down to Coimbatore.

* Vide Chief Engineer's Endorsement dated 24th January 1862, No. 9,786.

2. The distance between the Coimbatore Railway Station and the foot of the Coonoor Ghát is about 34 miles, and not 30 as stated by Colonel Ouchterlony. The latter is about the distance between the town of Coimbatore and the foot of the Ghát. Colonel Ouchterlony recommends the grant of an allowance at the rate of Rupees 333 per mile for the whole distance, and if this recommendation be adopted it will be necessary to provide a sum of Rupees 11,330 for the road in question. The proposed rate however is very high and upwards of 30 per cent. in excess of that† sanctioned for the Trunk Road (No. 5). At present the Government are not prepared to sanction more than Rupees 255 a mile, which for 34 miles, will be Rupees 8,670. The entry of this sum in the Budget of 1863-64 is authorized.

† Rupees 255 a mile.

3. The suggestion contained in paragraph 4 of the Deputy Chief Engineer's letter recorded above will be referred to the Inspector General of Jails through the Judicial Department.

4. Colonel Ouchterlony is requested with reference to paragraph 6 of his letter, to include the Coimbatore and Matepolliem road in his scheme for toll bars and tolls on the Coonoor and Segoor Ghâts in the same District, one bar being fixed at the western extremity of the town of Coimbatore on the tank bund and another to the south of the Bowany bridge.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Chief Engineer.
" Deputy Chief Engineer, Southern Circle.
" Judicial Department.
" Board of Revenue, with reference to Procs. dated 3rd Nov. 1862, No. 2,622.

Exd. S. T. Augustin.

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Similar
Prov. 16th Dec. 1862 ack. 2045.

Pub. List 4th January 1863

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Para 4. of Lt. Col. Duch-
-terlony's letter will be
communicated to
the Inspector Genl. of
Jails.

2. The Govt. have already
sanctioned the loca
-tion of gangs of Con-
-victs on the Metapol-
-lium road.

Pros: of Govt P.W. Dept
2999.

D/ 15th
R/ 17th } Decr 1862.
3

108 Sp: Agcy.

No 2542

Desiring that the Suggestion
of the Superintg Engr S.C. relative
to the employment of convicts
in connection with the maintenance
of the Road between the Poothamoor
(Coimbatore) Rly Station & Pollachee
at the foot of the Coonoor Ghaut &
other First Class lines be referr-
ed to the Inspector Genl of Jails.

1970/98

With an Order

The Inspector Genl of Jails
" Pub. Wks. Dept. } 2 Decr 22