L. & M.
3,000-3-3-96.

Local & Munl. (1895) Department.

MISCELLANEOUS.

G.O., No. 2146 L.

DATED 8th Novr 1895

[Despatch Abstract.]

Land.

Ordering, with remarks, the issue of a notification for the acquisition of ---- required for the Ootacamund-Anikarai road.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Enclosure I to Collr

23-9-95

NOTIFICATION.

Under Section 6, Act ~~X of 1870~~ 1 of 1894, the Right Honorable the Governor in Council hereby declares that the land mentioned in the following Schedule and measuring acres 0.22, be the same a little more or less, is needed for a public purpose, to wit, for Ootacamund-Anikorai Road; and under Sections ~~3 and~~ 7 of the same Act, the Collector of Nilgiris ~~is appointed to perform the functions of a Collector under the Act and~~ directed to take order for the acquisition of the said land.

SCHEDULE.

District.	Taluk.	Village.	Description of land, Wet or Dry, Inam or Poramboke, with Survey or Paimash Number.	Name of Owner or Occupier.	Boundaries of the Land required to be taken up.				Extent to be taken up.	Estimated Cost ~~Probable value~~ of the land to be taken up and the authority sanctioning it.		
					North.	East.	South.	West.	Acre	Rs.	A.	P.
Nilgiris	Ootacamund	Ootacamund	Settlement No D/61. Govt. Dry	I. Chinnammál	Sett. No. D/69.	Remaining portion of Sett. No D/61	Anikorai Bridle path	Anikorai Bridle path	~~About 8 cents~~ .08	80		Dy Board's Resolution dated 5th June 95
Do.	Do.	Do.	Settlement No D/398 Govt. Dry	Lutchmana Row	Remaining portion of Sett. No D/398	Remaining portion of Sett. No. D/398 and portion of D/51 of Dry to be acquired	Remaining portion of Sett No D/398	Remaining portion of D/398 and D/397	~~About 6 cents~~ .06	60		Do
Do.	Do.	Do.	Settlement No. D/51. Govt. Dry.	Lutchman Row and Mukkojee Row	Portion of Sett No D/398 to be acquired and remaining portion of D/51	Remaining portion of D/21 and Government Reserve Stream No D/394	Remaining portion of Sett. No D/51	Do.	~~About 8 cents~~ .08	80	.	. Do
							Total		.22 cents	220	.	.

Nilgiri Collector's Office
Ootacamund 23rd September 1895

J. Rees
Collector

was peculiarly acquainted

was very clear, so H.E. was

troubled with it.

Orders are solicited as to

whether it need be sent to him.

Note for C.S.

This has now been done and the draft for orders were submitted for approval

Approved / send accordingly

Bitt out the draft 9/11

B

Local Fund Engineer's Report 16th October 1893. "There is not a rupee to spare this year the usual grant for bridle paths was reduced by Rs. 500 and for the allotment sanctioned estimates have been passed and work is being carried out and nearly completed, I shall have an estimate prepared for the bridle path and if it is sanctioned perhaps General Morgan will agree to carry out the work and it can be paid for next year immediately after the 1st of April."

(Signed) E. Haldwell.
District Board Engineer, Nilgiris
True copy A. M. Jones,
for President District Board.

B

No. 1063.
Nilgiri District Board's Office,
Ootacamund, 17th October 1893.
From O. Wolfe-Murray, Esquire,
President, District Board, Nilgiris.
To Mrs. Morgan,

Madam, I have the honour to forward copy of the Local Fund Engineer's report, on your letter of October, 7th 1893, regarding the bridle path to Honicurra.

The course suggested by the Engineer is the only one practicable I think.

I have the honour to be,
Madam,
Your most obedient Servan
(Signed) A. M. Jones,
for President, District Board,
Nilg

C

Memorandum on the expenditure of the *Ghaut roads, viz., Sigoor, Kotagherry and Gu*
Some years ago Mr. Burrows the then Col visited Anikoray, and was satisfied that a this part of the Nilgiris was urgently requ accordingly a trace was made and the es for a cart-road entered in the Budget, for of funds, the road was not made unti Wolfe Murray, the Acting Collector san the road being made by me on the sugge the District Board Engineer, letter, da October 1893, any disbursements bei good on the budget being passed. On a cation to the Collector for funds, th was, "no funds available" but the B their proceedings of 27th September ruled, that "Endeavours to allot funds, made, if the Puttadars give the land this they are prepared to do, and I now to show how funds are available. In t Fund Sheet Gazette dated 5th May I fi of Rs. 14,250 for the maintenance of th lore-Ootacamund road. As the whol is about 30 miles, the allowance is Rs. a mile, and I am informed that t only 20 carts a day. By the D. P. W allowance for maintenance is from Rs. a mile for a traffic of under 50 c page 112. Thus the Goodalore ghau maintenance, ten times more than t by the D.P.W., further, I write from ledge, for I was in charge of the Ootaca ghaut road for some years when I w the Wellington Barracks from 18

The traffic then, on this the onl Ootacamund was one hundred carts maintenance allowance 200 rupees a ghaut, and one hundred rupees for the road, and ~~as~~ *supplemental estimat* repairs. The ghaut was placed under as it was of vital importance that th be no delay in the carriage of teak timb Barracks and it was my interest to ghaut in proper repair. The whole for the ghaut and road to the Mysore was 3,500 rupees, for 8 miles ghaut 19 miles road 1,900. I find from the Lo sheet May 5th, that the allowance raised to 4,200 rupees, though the hardly be more than one-fifth of what 1856 to 1860.

I may say much the same of the K ghaut allowance, viz., 7,200 rupees for miles, or about 350 rupees a mile, with of I presume not more than 20 car Then there are storm repairs sanctio September, as *provision exists.* There is bridle path Goodalore, Ootacamund 1,25 plus storm repairs 255 rupees or more tha rupees for a bridle path of about 20 miles or 80 rupees a mile, a new bridle path over such an easy country could be made for less. From the above we have a total expenditure as follows:—

	Rs.
Ootacamund Goodalore road	14,250
Segore ghaut	42,00
Kotagherry Mettapolium	72,00
Storm repairs	545
Ootacamund Goodalore Bridle path	12,50
Storm repairs	255
Total Rs.	27,000

If we take the traffic, according to D. P. W. rule the allowance should be as follows:—

Ooty Goodalore ghaut road 20 carts a day at 50 Rs. a mile ×21=	1,050
Add double for ghaut 9 miles	900
Segore ghaut 20 carts a day 50 Rs. a mile for 19 miles	950
Ghaut 8 miles	800
Kotagherry ghaut at 20 carts daily 16 miles	1,600
6 miles at Rs. 50	300
Bridle path Ootacamund and Goodalore at 20 Rs. a mile	400
Total Rs.	6000

For this sum I maintain the ghaut roads should be kept in proper order provided the traffic is not more than entered here. From the above figures it will be seen that the Board should have 21,000 rupees to dispose of. When one thousand rupees was asked for a road to Anikoray, the answer was "no money." I have in the above memo. shown that there is plenty of money. If the District Board's Engineer cannot keep his roads in order for a liberal amount, then another Engineer should be employed but I have no doubt the present district engineer will see his way, to due economy in the repair of his roads. Budugas work for four annas a day, and many of them understand road making. It may be urged that labor is dearer than it was in 1856: it is not so, for head coolies on 6½ Rupees a month were the rates paid on the Western Trunk road with a traffic of one thousand to fifteen hundred carts a day.

In para 3 of the District Board's proceedings of 27th September it is stated that there is already a bridle path between Ootacamund and Anikoray I have had occasion to ride on this path frequently and can affirm that there are four dangerous places on the road and that, at the Municipal end a part is the slippery clay bed of a water channel, further the path takes a very circuitous direction and does not go direct to Anikoray in fact the path is not used by Budugas. I may mention that the authority for the up-keep of roads was Captain Best R. E. in charge of Presidency Trunk roads and a great authority in his day.

H. R. Morgan,
Major-General.

November 1894.

7/582/95

THE NILGIRI NEWS.

THE NILGIRI DISTRICT BOARD.

Punctual to time the President of the Nilgiri District Board, Mr. Rees took his seat. There was an unusually large attendance. Among those present were:—

Messrs Griffiths, Gillman, Sheldrick, Sinclair Windle, Wilbraham. Majoribanks, Murthachellum Moodeliar, Liebenrood, Edmiston, Barton Wright, Cherry, Kindersley, Rhodes James, Grey, H P. Hodgson, Allan, Hajee Fakeer Mahomed, Abdool Rhymon Sait, Surgeon Lieut.-Colonel Lancaster, Surgeon Major Walker, and M. R. Ry. Narrain Iyer. The usual Accounts of Receipts and Disbursements for the months of November and December were laid on the table, which showed that the balance to the credit of the Board on the 31st December was Rs. 14,950. The demand collection balance statements of Tolls for November and December 1894, were read, and the small balance of Rs. 40 at the close of last year was since collected.

The usual maintenance estimates received sanction, a total sum of Rs. 1,455, being passed for special repairs to bridges, on the Coonoor, Kolacumbay, Aramby, Koondah and other roads.

The revised estimate for the Kotagherry ghaut old road amounting to Rs. 200 and an estimate for the purchase of tools and plant aggregating Rs. 360 were sanctioned, while another sum of Rs. 500 was passed as an advance to secure Canarese labor.

General Morgan submitted an elaborate memorandum on the "culpable waste" of money on the ghaut roads, but the Board was of opinion that its Engineer's report was full and clear and satisfactorily met General Morgan's protest.

Pending the construction of a permanent cholera shed at Burliar it was resolved to put into repair the present temporary structure at a cost of Rs. 100 which sum the Engineering establishment annually consumes.

The renewal of the flooring of the public latrine at Kotagiri found favor with the President who expressed himself very plainly that as a strict economist he has cut down all luxuries in the way of not acceding to requests of individual members to open new roads, while the Board is in a fix with its munificent grants from Government to maintain existing paths and communications.

The question of supplying clothing and bedding to the Gudalur hospital was taken up in earnest and formed a dialogue between the President and Surgeon Major Walker. While the latter succeeded in obtaining a compliance with his requisition, the President scored a point by recording that an annual renewal should be made, suggestive of a true economic character. Vaccination work, which was heretofore seriously neglected, was reviewed and the results as gathered from the returns on the table were very creditable.

The General Local Fund Review by Government of the Presidency Districts was read and those portions relating to this district indicate its examplary administration.

The last business before the Board was the reading of a Government Order requiring the District Board to show cause against the proposed enhancement of land cess from 1 to 2 annas in the rupee of the assessment. A very hot discussion ensued, Messrs Edmiston and Hodgson being the prominent speakers.

Concurrently the question of enhancing the rate of tolls was proposed by Dr. Walker at an increase of 25 per cent. of the existing tax. The President overruled on the ground that an Act of the Legislature was necessary to enhance the present rates of tolls which, in this district, are levied at scheduled maximum rates.

Mr. H. P Hodgson said in connection with the proposal to enhance the land cess from 1 to 2 annas as follows:—

It is proposed to add to the revenue of the district by increasing the taxation on the land. Now it will be seen that nearly every member of this board is a planter directly interested in land, and I think I may say that the revenue of the district is almost exclusively derived from the land taxes, that is to say that the cultivating class is already carrying on its shoulders the burden of the upkeep of the District roads and other works. But it is clear that it is not the cultivator alone who benefits by the works done by this board, every house proprietor in Ootacamund and Coonoor and every visitor and resident, benefit by the good condition of the roads kept up at our expense, by having their supplies etc., brought up at the cheapest rate of transport and from the fact that the roads to all pleasure resorts are kept in good repair, and it seems unfair to attempt to raise revenue by increasing the taxation of those who are already the principle contributors.

I speak in the interest not of the planter alone but also of the ryot cultivator on whom the proposed increase of land cess would come particularly heavily as it would mean an increase of from 15 to 25 per cent. on his land taxes. It is very probable that such an increase would lead to the immediate abandonment of considerable areas of Badaga Puttah land and thus defeat the object of the proposed measure, for what might be gained in land cess might be more than lost in assessment of abandoned land.

It seems to me therefore that before adopting any such measure as this proposal of increased taxation, we should see if we cannot effect a saving in expenditure and before sitting down I would like to ask one or two questions.

1. In the event of the proposal to increase land cess being adopted, has it been considered that it may lead to land being relinquished and thus defeat its own object of increasing the revenue.

2. Has every attempt been made to cut down unnecessary expenditure in the executive.

3. Can I be informed what percentage the cost of management and supervision *i.e* the salaries of all employees other than labourers, bears to the sum actually spent in payment of works done.

4. How the cost of the said executive compared with the same item in other Districts.

It was my intention to suggest that an increase in the toll rates would be a fairer way of raising the revenue in the district as it would be a tax that would touch the inhabitants of the towns as well as the cultivators in the districts, but as I have just heard the chairman state that our tolls are already the highest allowable it seems that there would be little use in my making the suggestion, at the same time I would point out that the upkeep of ghaut roads and roads traced at steep gradients must of necessity be infinitely more expensive in upkeep than roads in a level country and the tolls must be higher in like proportion.

8

5/582/95

5/5824/95

THE NILGIRI NEWS.

D

Now in my memorandum there was no statement about the *present condition* of the ghaut roads and the first part of the Resolution, and latter part evidently apply to the District Boards Engineer's reports on himself and his work. Up to this I have not received a copy of this report, though I have asked for it.

The meeting then was favored with the views of the President as a strict economist who is reported to have said he has cut down all luxuries in the way of not acceeding to requests of individual members to open new roads while the Board is in a fix with its *munificent* grants from Government to maintain existing paths and communications. Is this meant to be sarcastic after spending some 80 rupees a mile on an easy bridle path, which ought not to cost 20 rupees? This is economy with a vengeance!! and then after wasting more than a thousand rupees on this bridle path Ooty to Goodalore, the President scores a point in economy, on the supply of hospital clothing; this is penny wise and pound foolish economy. The General Local Fund Review by Government of the Presidency Districts was read, and those portions relating to this District indicate its *exemplary administration.* Perhaps the Goverument will see reason to change its opinion after reading my memorandum and the scurvy treatment it has received at the hands of the President and Members.

After this came on the discussion about the road cess, and it seems incredible, that any of these members could have my memorandum read and ignored a saving of over 20,000 rupees! One member calmly assumes that the *planters* pay for the roads quite overlooking the 30,000 rupees of tolls paid for, by the general public, and he speaks of the good condition of the roads kept up at "*our* expense."

Then he suddenly remembers economy and asks "if we cannot effect a saving in expenditure? and has any attempt been made to cut down unnecessary expenditure in the Executive?" This in face of the Resolution passed on my memorandum! Such are the results of the deliberations of the "Local Sluff," as the *Times* calls them.

Whilst on the subject of Road Cess I may mention that the Honicora Budagas have in the last ten years paid 800 rupees in road cess and the Kudanad people the same, and they are to go without the "luxury" of a road according to the President. I say they have a right to a road and since their first Petition for one in 1887 they have had to wait eight years.

Yours faithfully,
H. R. MORGAN,
Major General.

12th Feby. 1895.

EWS.
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Rs. 80 a mile … his estimate for Rs. 500. He cannot in the face of this, shelter himself behind the D. P. W.

Para 5, "states that reduction of the rates is "not advisable and would, *I believe* be objected "to by Government who having entrusted us with "the road and its allowance? have a right to expect its maintenance up to a commensurate "standard." This is one of those reckless statements without any authority—for the President's Report, page 13, states no allowance was made over with the road.

* should be 20 C yards at 2 Rs = 40 Rs

Para 6 deals with the bridle road and states the present allotment is but a continuation of the D. P. W. grant. I may remark, that if the cart road only requires Rs. 80 a mile for wear and tear, the bridle path cannot require the same. If the D. P. W. did wrong the District Board Engineer has no right to quote them—to shield himself.

Para 7 deals with the Kotagerry ghaut, it is called a "steep ghaut." It is not so, I never heard that one in eighteen was considered steep—this is another assertion totally unsupported. The lay of country is certainly easy, and a ghaut easily kept in order. The wear and tear on this ghaut is about Rs. 80 a mile and for years Rs. 350 have been drawn. The surplus stone on this ghaut should be enough to metal it twice over; again there is no statement of traffic to support the Reports, but in the Annual Report of the President, a sum of Rupees 12,000 is required for the ghaut, as stated by the District Board Engineer—this in addition to Rs. 4200 already sanctioned for storm damages. This makes nearly Rs. 1,000 a mile for a road already furnished with a grant for maintenance of Rs 350 a mile—and a traffic of Rs. 80 a mile. Comment is useless.

Para 8. Calls the Seegoor ghaut a minor road. It is still a far more important road than either Goodaloor or Kotagherry—and is treated far worse that either of them but I have already in my memorandum, dwelt at some length on this ghaut I will simply remark, that its state as described by the District Engineer reflects very severely on the Engineers who have had charge of it for the last ten years or more ever since the Coonoor ghaut was open.

February 13th.

H. R. MORGAN,
Maj.-Genl.

THE NILGIRI DISTRICT BOARD.

A

TO THE EDITOR NILGIRI NEWS.

SIR,—I observe in your paper of February 2nd under the head of "Nilgiri District Board" a para to the effect that "General Morgan submitted an elaborate memorandum on the "*culpable waste of money*" on the ghaut roads."

I am not aware that I ever used the above terms, so I forward to you a copy of my memorandum which in justice to myself please to publish, with a copy of the Engineer's Report which as is stated was full and clear and satisfactorily met General Morgan's protest.

I have not been favored with a copy of this Report, which in justice to myself should have been furnished.

Yours faithfully,
H. R. MORGAN,
Major-General.

4/582/95

No 9.

District Board Engineer's office
Ootacamund 11th January 95

From
E. Haldwell Esq.
District Board Engineer,
Nilgiris.

To
The President,
Dt Board,
Nilgiris,

Sir,

With reference to General Morgan's memorandum, on the Expenditure on the Ghaut roads of this district, I have the honour to submit the following remarks.

2. The Ootacamund Gudalur Road is a First class metalled communication, and has to be maintained as such.

3. It is a Provincial road that upto October 1890 was in charge of the D. P. W. and the present maintenance is the D. P. W. rate that was handed over with the road at its transfer.

4. This rate was fixed by the D. P. W. ——

District Road Engineer's office

Ootacamund 11th January 95

E. H. [illegible] Esq.

District Road Engineer

To

The President

D. Board

Sir,

With reference to General Superintendent's memorandum [illegible] the Superintendence [illegible] of this district, I have the honour to submit the following remarks.

2. The Ootacamund Gudalur Road is a first class metalled communication and has to be maintained as such.

3. It is a Provincial road that upto October 1890 was in charge of the D. P. W. and the maintenance allowance is the D. P. W. rate that was [illegible] the road at the [illegible]

4. This rate was fixed by the D. P. W.

Executive Engineer approved by the Superintending Engineer of the circle, and passed by the Chief Engineer and I submit that these officials are competent authorities, whose decision can scarcely be questioned.

5. On account of financial difficulties the allotment was curtailed during 1893-94; but permanent reduction of the rate is not advisable, and would, I believe, be objected to by Government who having entrusted us with the road and its allowance, have a right to expect its maintenance upto a commensurate standard.

6. The Bridle road between Ootacamund and Gudalur, was also a D. P. W. charge upto October 1890, and the present allotment is but a continuation of the D. P. W. grant.

The allowance is not spent in mere maintenance, but a large proportion nearly two thirds is devoted to improvements such as gravelling roadway, construction of culverts, and blasting out rocky projections. These last it will be remembered were very abundant.

During the past three years 21 furlongs have been gravelled, 25 culverts constructed, and 5312 cubic feet of blasting carried out. The total cost of this special work, amounting to about Rs 2200 against Rs 3780 the total allotment.

7. The Kotagiri Metapolliam ~~road~~ ghaut is a metalled road, similar in condition to the Ootacamund Gudalur Road. It is throughout a steep ghaut, subject to violent bursts of the monsoons, and thus needs considerable care, and attention: only the upper portion about 8 miles was regularly metalled - and the remainder has, and is being carried out, from the maintenance allowance. The drainage provision throughout was very incomplete and imperfect, and special attention has had to be paid to this

Every year about half the allotment has been devoted to these improvements.

The provision for such work, during the current year, is Rs 3555.- about half allotment and for the amount 20 culverts have been constructed, and 2 miles of roadway, are being metalled. There is a ~~ghaut~~ great deal of work yet to be done, and I do not consider any reduction of the grant practicable.

8. The Segur Ghaut, or Ootacamund Maisur Road, is a minor road, and the allowance Rs 175 per mile.

The first $3\frac{1}{2}$ miles are on the plateau, and being in the immidiate vicinity of Ootacamund and in constant use by Residents &c, has to be maintained as a carriage road. The next section is the Segur Ghaut $7\frac{1}{2}$ miles which is exceedingly steep, with a grade of from 1 in 10 to 1 in 8 — and thus needs constant care and attention. Nearly the whole portion was in exceedingly bad order when I assumed charge in 1883. The following is the description of the lower half given in an official report dated 18th September 1883.

"The 10th, 11th, 12th miles are so exceedingly bad as to be almost impassable for traffic — The road evidently was originally formed with soil &c. over a rough bed of jagged rocks and boulders, and the earth formation being all worn or washed away by the traffic and monsoons of many years, there is now nothing left, but the rough stony bed."

President —
Mr Brandt's
note in margin.
They are, I know

Nothing of this section was previously metalled, but with the maintenance allowance I have had almost the whole length which is Exceedingly steep, with a grade of from 1 in 10 to 1 in 8 - and these require Constant care and attention. Nearly the whole portion was in exceedingly bad order when I assumed charge in 1883. The following is the description of the same half given in an official report dated 18th September 1883.

"The 10th, 11th & 12th miles are so exceedingly bad as to be almost impassable for traffic. The road has evidently never been properly formed with earth, [illegible] of jagged rocks and boulders and the little formation being all worn or washed away by the traffic and monsoons of many years, there is now nothing left but the rough stony bed.

Nothing of the nature [illegible] metalling, [illegible] the maintenance allowance of [illegible]

length re-formed, metalled and suitably drained.

The last section between Segur and Tippacada was also in very bad order.

Much of it is still in an unsatisfactory condition, but the Ghaut section having been completed, this length is now receiving special attention, and during the year, 17 furlongs have been reformed and gravelled.

There are particular difficulties along this line as regards climate, labor, and materials, and the road is still in need of a great deal of improvement.

I cannot therefore recommend any curtailment of allotment.

I have the honor to be,
Sir,
Your most obdt. Servt.
(Sd) E. Haldwell
Dt. Board Engineer
Nilgiris.

(True copy)
R. [illegible]
for President
District Bd. Nilgiris
14-2-95

Copied by [illegible]
Compared by [illegible]

Copying & comparing fees.

Recd. Eight annas & nine pies

3/8/95

LOCAL FUND DEPARTMENT.

Nilgiri District Board's Office,

Ootacamund. 8th February 1895.

7

No. 2098

From

J. D. REES, Esq., C.I.E.,

President, District Board,

Nilgiris,

To

Mrs. Morgan,

Snowdon,

Ootacamund.

~~Sir,~~ Madam,

(Encl. 5). In returning, the five registered Conveyance deeds, forwarded with your lette dated the 21st January 95, in which you desire me, to recognize, apparently your conveyance and to arrange, with certain pattadars on behalf of the Board, I have the honour to that as they refer to transactions between the parties, the Board cannot intervene.

2. In reference to the new bridle-path, I hav more than once explicitly said, what I n have the honour to repeat viz:- "If you acq "the land, and make the road yourself, "are then prepared to hand it over to the Di "Board, it will be time then to consider, w "Subsequent action can be taken."

2/5824/95

DEPARTMENT.

Nilgiri District Board's Office,
Ootacamund, 27 August 1894.

G.

No. 1119

From
J. D. REES, Esq., C.I.E.,
President, District Board,
Nilgiris,

To
Mrs Morgan
Ootacamund

~~Sir~~, Madam.

During the tenure of office of the late acting Collector, Mr Wolfe Murray, it was proposed to make a road from the Mackinnon Road, through certain Government lands within the Municipality, and certain Government lands without it, and through various badaga and Canarese puttah lands. The proposal was entered in the Budget for 1894. 95 (the current year) but was struck out by Government. It was entered also once in 1887. 88 and was then also struck out. You have addressed to me several private and Demi official letters concerning this road and, I therefore think it advisable to inform you officially, how the matter stands. The Local Board has sufficient funds this year for the proper up keep of the roads which have already been constructed and as I have informed you, it is of opinion that this new road should not be taken in hand. You have informed me that you intend to acquire certain of the puttah lands, and on my inspection on the 18th Instant, I observed that a new trace had been cut, not only through certain puttah lands, but also through certain Government lands. It is of course open to you to take any action you think proper, with the consent of the owners, in any private land but no action can be taken of any sort in regard to Government lands without permission. Should you succeed in making a road through private lands, it is probable that the Board would endeavour to assist you by making connection through Government lands; but I see no prospect at present of its being able to acquire the legal title of the private lands through which this road passes. It would not be sufficient that the

had signed papers expressing

their willingness to make the lands over to you and that you were willing to make them over to the Board. A road can only be taken over by the Local Board — supposing that it consents to take it at all, when the legal title has been legally transferred to it by acquisition under the Land Acquisition Act, as I have already informed you. The whole sum available for the District, is so extremely small, this year, that a very small sum would in any case be available for this road and I cannot guarantee that the ~~Road~~ Board will pass anything. I think it therefore necessary to inform you of the facts in case you should incur any liabilities without full appreciation of the conditions of the case, and I must point out, that without the leave of the Collector, which has not been given, no roadway can be made through any Government land.

I have the honour to be
Madam
Your most obedient Servant
J. D. Rees
President
I. A. D. District Board. [illegible]

Ootacamund February 21st 1895

From Super General Engineer
Madras Army Retired

To The Secretary to Government
Revenue Dept. Madras.

Local & Municipal Dep
CURRENT No. 582

Sir

I have the honor to request you will be good enough to lay the enclosed papers before His Excellency the Governor in Council for orders. The letters A and B show that the road was to be made by me, and that I was to be reimbursed for my outlay. I accordingly made the road for the amount estimated by the Board Engineer, and applied for the amount so expended, 950 Rs. The President, Mr. Rees replies that no funds are available, accordingly I prepared a Memorandum C for his information, in which I proved that he had ample funds at his disposal. On reading this Memorandum before the Board, the President added the words "culpable waste" without my knowledge or consent. The Board as a matter of course resented the implication, and passed a Resolution on it D and on the District Boards Engineer Report. E.

When I read in the Local Paper, the

words attributed to me, I forwarded a copy of my Memorandum to the Paper to clear myself. This will account for the correspondence now forwarded. In support my Memorandum C. I sent to the President a copy of the work Notes on building and Road making compiled for the use of Surveyors and Overseers in the D. P. W. Pharoah & Co. Madras 1856 4th Edition - Notwithstanding my having proved to the President, that according to the above Rules and my five years practical application of the same, he persists in his present expenditure, declares that he has no money, and repudiates the implied promise of the Ag Collector A. B. Thus I consider faith has not been kept with me. The following facts will shows that the Anikorai Budugas are entitled to a road. They have paid some 80 Rs Road cess for ten years or more, the Kedanad Budugas who are close to the road, have also paid in Road cess about 80 Rs a year or the two villages about 1600 Rs in the last ten years. The Collector Mr Burrows about 1887 had a trace made and an estimate for a cart road was sent in but not passed, as it was considered too high. viz Rs 5000 - The Ag. Collector then approved of a bridle road A.B. When the road was finished, and ready to be handed

over to the District Board, the President began to raise objections, letter marked F, though in the Local Fund Sheet of 27th September, he, as President distinctly declared "if the Puttadars "will give the land gratis, as the road "benefits them greatly the Board will "endeavour to allot funds" all these conditions have been complied with and yet the President is not satisfied, and raises further objections F. Here Para 5 of letter F, ignores the acts of two Collectors, the Petitions sent in by the Anikorai Budugas and other Puttadars on the line of road, the implied promise of reimbursement in letters A and B. In his letter marked G he makes two statements both at variance with facts, one that the proposal for the road was entered in the Budget for 1894-95, but was "struck out by Government," I believe it was struck out by Mr. Rees, he further states "I must point out that without the leave of the Collector, which "has not been given, no roadway "can be made through any Government lands", this in the face of letters A. B in which I am informed that I can make the road!

With regard to certain letters being

addressed to Mrs Morgan. I must explain that she was making the road at the Ootacamund end near her house, and that I made the Anikorai end, as I resided near that village.

If the above explanation is clear, I trust the Government will be pleased to direct the President to take over the road without further delay and pay me the amount expended on it according to the estimate of 950 Rupees, and to pass such orders on the expenditure on the Ghaut roads, as Government may deem fit, and to impose some rules on the Board regarding grants for the maintenance of roads. I would suggest that when the grant exceeds 500 Rs for any road, that the length of the road and the amount of traffic should be stated. for instance in the Local Funds sheet of May 5th 1894 there is a grant of R. 4000 for the annual maintenance of the Coonoor Kolakumbi road a grant nearly as large as for the upkeep of the Segor Ghat and road, an important line 27 miles long, no reason is assigned by the District Board for the above large grant.

I would also bring to the notice of Government, that some members of the Board I believe, have taken contracts

from the District Engineer for the repair of certain roads. as no member of the Municipal Board is allowed to take contracts under the Municipality it seems that no member of the District Board should be allowed to take road contracts.

I have to apologise to Government for troubling them with this long correspondence, but the *perverse* conduct of the President of the Local Fund Board, has forced it upon me much against my will. The Memorandum C was sent to the President in November to place before the members of the District Board; as I thought it only fair that they should have an opportunity of discussing it, but the President did not place it before the Board until the 31st of January.

I have the honor to be
Sir
Your most obedient Servant
H V Morgan
Major General, Retired

Ootacamund September 3-1895
From Major General Morgan
Madras Army Retired
To The Chief Secretary to Government
Ootacamund

Lo[illegible]cipal Dept.
2597
4 SEP 1895

Sir

I have again to forward certain papers, which I have the honor to request may be laid before His Excellency the Governor in Council for orders. I withdrew them at Mr Sims request on being paid 950 Rs for work done on the Anikorai road and on the understanding that the Municipal end of the road would be finished.

As Mr Rees has repudiated Mr Sims action, and has prevented the Municipal end of the road being finished, tho' funds were provided, by this procedure Mr Rees has spoilt the road, as it is now cut off from communication with the Marlimund road.

Mr Rees objected to make the road as he had no funds, Mr Sims provided the funds, Mr Rees now refuses to apply those funds, on the ground that the land has not been acquired, tho' so long ago as March last, I addressed Mr Rees to take over the land, under the orders of the Chief Secretary's Circular No 213 of December 891-

x 90. 1150 L / 1.7.95

It is not understood what this refers to. No circular bearing the no & date quoted this Mr. Rees has not done) and he now raises difficulties of various kinds which did not exist during Mr. Sim's tenure of Office.

Under these circumstances I trust the Government will order Mr. Rees to finish the Municipal road as planned by Mr. Sim and will be pleased to order Mr. Rees to take over the land under the Act. Three Collectors Messrs Burrows Wolfe Murray, and Sim have considered the road necessary.

I have the honour to be
Sir
Your most obedient Servant
H Renyan
Major General
Retired

[9]

Orr 477/95

LOCAL AND MUNICIPAL DEPARTMENT

Local & Municipal Dept.
CURRENT No. 2597

From

H. R. Morgan
Retired
Major General.

No.

Dated 3/9.

Received 9/9.

Enclosures C No. 582 & retd

SUBJECT.

Re. the Municipal end of the Anikoray road in Nilgiris-

Enclosure A to Collr & President's letter 618 / 23-9-95 18/9

2

Extract from the Proceedings of a meeting of the District Board Nilgiris held on Wednesday the 31st October 1892.

Present.

J. D. Rees Esq, C.I.E., Collector, President.

Official Members.

1. H. V. Cobb Esq. Head Assistant Collector
2. A. M. Jones Esq. Deputy Collector.

Non-official Members.

3. J. A. Marjoribanks Esq
4. A. G. Beadnell Esq
5. H. G. Sinclair Esq
6. H. Sheldrick Esq
7. L. W. Grey Esq
8. W. C. Deane Esq
9. E. G. Windle Esq
10. J. R. Griffith Esq
11. J. H. Pascoe Esq
12. L. C. Liebenrood Esq
13. H. D. Wilbraham Esq
14. H. P. Hodgson Esq.
15. Captain Thomas Fuller
16. M.R.Ry. Abdul Rahiman Sait Avl. Khan Sah

25. The Board is of opinion that the provision of a cartroad from Ootacamund to Anikorai is not an urgent matter and need not be

Entered in the Budget for the year. (1893-94)

(Sd) J. D. Rees.
President,
Dt. Board,
Nilgiris

(True copy),

President Dist: Board.
Nilgiris

4th Rn

8.
2774/95

Enclosure B to Collr & President's letter No 618/18
23-9-94

Extract from the Proceedings of a meeting of the District Board Nilgiris, held on Thursday the 27th September 1894.

Present.

J. D. Rees Esq, C. I. E. President.

Official Members.

1. H. W. Gillman Esq, Hd. Assistant Collector
2. A. M. Jones Esq, Deputy Collector.
3. Surgeon-Colonel J. Lancaster Civil surgeon Coonoo
4. Surg-Major G. L. Walker Civil Surgeon Ootacamund

Non-official Members.

5. A. Allen Esq
6. J. A. Marjoribanks Esq.
7. W. Rhodes James Esq
8. H. Wapshare Esq
9. E. C. Windle Esq.
10. T. R. Griffith Esq.
11. H. Sinclair Esq
12. M. R. Ry P. Narayana Iyer Avergal.
13. H. Sheldrick Esq.
14. W. A. Cherry Esq.

11. Read letter from Mr. Rhodes James, dated the 24th September 1894, moving that a sum of Rs 500 be allotted for opening a branch from Anikorai to Chinna, Coonoor —

Resolution.

There is already a bridle-path between Ootacamund and Anikorai and this extends via Ebbanad and Bickutty Mund to the Orange valley. The path is as fair in regard to gradients as the average District communication of its class. Mrs. Morgan wants a new line between Ootacamund and Anikorai run at such a gradient as would admit of its use by wheeled traffic and subsequent conversion into a cart road. A trace for this road has been made, as a trial, but the land traversed is mostly private and will have to be acquired under the Land Acquisition Act. The Board is not willing to pay for the acquisition of any land for this road, but if the puttadhars will give gratis, as the road benefits them greatly, the Board will endeavour to allot funds.

(Sd) J. D. Rees.
President,
Dt Board,
Nilgiris

(True Extract)
J D Rees
President
Dt Board

27th/6/95

Enclosure ~~B~~ C to Collr + President's letter No 618 23-9-9

Extract from the Proceedings of a meeting of the District Board Nilgiris held on Wednesday the 5th June 1895.

Present.

H. A. Sim Esq. President.

Official Members.

1. Mathew Young Esq. Hd. Assistant Collector
2. A. M. Jones Esq. Dy. Collector
3. C. G. Douglas Esq. Dt. Forest officer
4. Surgeon Lt. Col. John Lancaster, Civil Surgeon Coonoor.

Non official Members.

5. J. A. Marjoribanks Esq.
6. A. E. Ramsay Esq.
7. E. G. Windle Esq.
8. W. L. Edmiston Esq.
9. H. Wapshare Esq.
10. M. R. Ry. Maruthachala Mudaliar Avl. Rao Sahib.
11. M. R. Ry. Abdul Rahiman Hajee Fakeer Mahomed Sait Avl. Khan Sahib.
12. Rhodes James Esq.
13. H. Sinclair Esq.
14. F. R. Griffith Esq.
15. E. R. Kindersley Esq.

15. Read papers on the subject of opening

a road from Ootacamund to Anikorai with General Morgan's appeal to Government.

Resolution.

The Board will undertake the maintenance of the road to Anikorai, commencing from the Marlimund road on the condition that the land required for the road, 24 feet in width, wherever practicable is made over to it, by the owners, free of charge, and provided that the Municipal Council will make a grant to it of Rs 250 for the portion within Municipal limits. The President will accordingly be requested to take the necessary steps to have the land formally made over by the owners to the District Board, the Board paying the cost of such stamped papers as may be necessary and to obtain the Municipal Councils consent to the payment to the Dt. Board of Rs 250, in consideration of the District Board taking over the Municipal portion of the road. When this has been arranged, the maintenance of the road will be commenced, and for this a sum of Rs 1,050 from savings is now allotted; such sum to include the payment of stamp duty ~~of~~ on the deeds of assignment of the land. General Morgan will be repaid such sums as he has actually

5

6

Enc: C Continued

spent on the road up to a limit of Rs 950, for this sum of Rs 950 from savings is also allotted. The President will further be requested to take the necessary steps, in due course to make good the District Board's title to the land, under the Land Acquisition Act, and to have the road demarcated and surveyed and separately entered in the revenue accounts.

With the permission of H. E. the Governor, the road will be named the "Wenlock Road."

(Sd) H. A. Sim
President
Dt. Board,
Nilgiris

(True Extract)

President Dist: Board.
Nilgiris

a road from Ootacamund to Anikorai with General Morgan's appeal to Government.

Resolution.

The Board will undertake the maintenance of the road to Anikorai, commencing from the Marlimund road on the condition that the land required for the road, 24 feet in width, wherever practicable is made over to it, by the owners, free of charge, and provided that the Municipal Council will make a grant to it of Rs 250 for the portion within Municipal limits. The President will accordingly be requested to take the necessary steps to have the land formally made over by the owners to the District Board, the Board paying the cost of such stamped papers as may be necessary and to obtain the Municipal Councils consent to the payment to the Dt: Board of Rs 250, in consideration of the District Board taking over the Municipal portion of the road

When this has been arranged, the maintenance of the road will be commenced, and for this a sum of Rs 1,050 from savings is now allotted; such sum to include the payment of stamp duty ~~of~~ on the deeds of assignment of the land. General Morgan will be repaid such sums as he has actually

spent on the road up to a limit of Rs 950, for this sum of Rs 950 from savings is also allotted. The President will further be requested to take the necessary steps, in due course to make good the District Board's title to the land, under the Land Acquisition Act, and to have the road demarcated and surveyed and separately entered in the revenue accounts.

With the permission of H. E. the Governor, the road will be named the "Wenlock Road."

(Sd) H. A. Sim
President
Dt. Board,
Nilgiris

(True Extract)

President Dist: Board.
Nilgiris

Enclosure E D to Coll'r & President's letter No 618
23-9-95

Nilgiri Collectors office
Ootacamund June 5th 1895

To
C. F. MacCartie Esq.
Private Secretary
Govr. H. E.

My dear MacCartie

The District Board at its meeting to day resolved to take up and maintain the Anikorai Road that I wrote to you about this morning, and after they had so resolved, I told them that we had the permission of H. E the Governor to name the road after him. I need not say that the proposal was carried with acclamation, and the road, will hereforth be known as the "Wenlock Road" I specially mention the fact that it was only after the Board had resolved to take up the road, that I informed them of H. E's permission to act as Godfather to the road; in order that there may be no idea that

H. E's connection with it, had any influence in forcing it upon the Board, against their will.

We will repay General Morgan, what he has spent on the road some Rs 950; and have allotted an additional Rs 1000 this year to put it into decent order. This amount will probably be spent on it — annually in future years, and the roadway will be extended so that in time it will perhaps rank more on a level with the Grant Duff and Connemara Roads, than it does now.

If H. E. as its Godfather would care to make any suggestions in regard to it, I need not say that they would be remembered and carried out.

Yours sincerely
(Sd) H. A. Sim

(True copy)
J D Rees
President Dist Board
Nilgiris

5/2774 M 95

Re

Enc: G H to Collr & President's letter No. 618
23-9-95

Extract from the Proceedings of a meeting of the District Board Nilgiris held on Thursday the 31st January 1895.

Present:—

J. D. Rees Esq C. I. E. President.

Official Members

1. H. W. Gillman Esq. Hd. Assistant Collector
2. Surg. Lt. Col. J. Lancaster Civil Surgeon Coonoor
3 Surg. Major G. L. Walker Civil Surgeon Ootacamund

Non official Members

4. E. R. Kindersley Esq
5. F. R. Griffith Esq.
6. M. Rhodes James Esq.
7. H. Sheldrick Esq.
8. H. Sinclair Esq.
9. E. G. Windle Esq.
10. W. A. Cherry Esq.
11. C. Barton Wright Esq.
12. M.R.Ry. Abdul Rhyman Hajee Fakeer Mahomed Sait, Avl. Khan Sahib.
13. A. Allan Esq
14. H. P. Hodgson Esq
15. L. C. Liebenrood Esq
16. M.R.Ry. Maruthachala Mudaliar Avl; Rao Sahib.
17. M.R.Ry. P. Narayana Iyer Avl.
18. L. W. Grey Esq.
19. J. A. Marjoribanks Esq.
20. H. D. Wilbraham Esq.
21. W. L. Edmiston Esq.

17. Read G. O. No. 2372. L. Mis dated 16th November 1894, requesting the District Board to show cause against the Enhancement of the rate of land Cess from one anna to two annas — The Board considers that the district cannot stand increased taxation. Cinchona cultivation certainly, and tea probably, cannot afford to pay a higher cess. Increase of taxation would lead to the almost certain abandonment of much cinchona. The use of the District roads is participated in by visitors and non land owning residents, and they are not solely or chiefly kept up for land owners and planters, who also consider the levy of village cess hardly justifiable, as most owners pay by Cheque directly to the Collector. The land tax here is heavier than elsewhere which makes the cess levied proportionately heavier. An increase of one anna on Badaga lands would mean an increase of 20 or 25 per cent. of their taxes. The Board considers that such an increase will lead to the relinquishment by Badagas of a great large area of poor land and thus Government will lose under assessment what it gained under cess. Reductions should wherever possible, be made in Expenditure. This is considered preferable to an increase of taxation. The present prosperity

prosperity

Enc: H Continued

prosperity of the coffee industry comes after long depression and cannot be counted upon as of permanent or even of long — duration. Any increase of taxation made in times of prosperity, would probably not be remitted in times of distress. The list of roads should be jealously scrutinized in order that the expenditure under this head may not be needlessly increased, and no new roads should be made, or taken over, unless under very exceptional circumstances, the District being particularly well provided with communications.

(Sd) J. D Rees.
President,
Dt Board,
Nilgiris

True Extract,
JDRees
President
Dt Board

$\frac{1}{2774}$ F 95

Enclosure ~~D~~E to Collr & President's letter No 618
23-9-9

Extract from the Proceedings of a meeting of the District Board Nilgiris held on – Friday the 23d August 1895.

Present.

J. D. Rees Esq. C. I. E. Collector   President.

Official members.

1. Mathew Young Esq.   Hd. Assistant Collector
2. A. M. Jones Esq.   Dy. Collector.
3. C. G. Douglas Esq.   Dt. Forest Officer.
4. Surgeon Lt. Col. Lancaster, Civil Surgeon Coonoor,

Non-official Members.

5. J. A. Marjoribanks Esq.
6. H. Sinclair Esq.
7. W. A. Cherry Esq.
8. J. R. Griffith Esq.
9. L. C. Liebenrood Esq.
10. E. G. Windle Esq.
11. H. P. Hodgson Esq.
12. W. Rhodes James Esq.
13. C. Barton Wright Esq.
14. L. W. Grey Esq.
15. W. L. Edmiston Esq.
16. H. D. Wilbraham Esq.

8. Read Estimate for Rs. 1300 for widening a portion on the Ootacamund Anikorai Road designated at last meeting as "Wenlock road together with the file of connected papers.

Resolution

Resolution.

The following resolution proposed by Mr Hodgson and seconded by Mr Grey was carried without a dissentient voice.

The Board observes that the memorandum drawn up by the President Mr Rees was not laid before it by the acting President Mr Sim nor forwarded to Government in answer to its call for a report on General Morgan's complaint that Mr Rees refused to pay him for work done to convert the Annikorai bridle path into a cart road. The Board was not aware of the existence of this memorandum.

(i) It appears that the Board refused to comply with General and Mrs. Morgan's request to enter the road in the Budget for 1893-94, after it had been struck out of Mr Burrows's budget for 1889-90, was omitted from Mr. Macbartie's budget for 1890-91 and 1891-92, and Mr. Rees's for 1893-94 under special resolution of the Board, and had been struck by Government out of Mr. Wolfe Murray's for 1894-95. for want of funds.

(ii) That General and Mrs. Morgan cut through Government and private lands and were informed by Mr Rees that the Board [illegible]d not acquire a legal title to the private

Enc: E Continued

private lands through which road passed, unless they were first made over gratuitously and then acquired under Land Acquisition Act and that Board would only consider whether it could assist after the rights of all private owners had been legally assigned and that he could not guarantee Board would allot anything at all, that Mr Rees in every communication expressly and explicitly repudiated any liability on the part of the Board.

(iii) That General and Mrs. Morgan finally put forward a letter from Acting President Mr Wolfe Murray as committing the Board to recoup their expenditure. This letter ran. "I shall have an estimate prepared for this bridle path and if it is sanctioned, perhaps, General Morgan will carry out the work." But it was not sanctioned by Government, and money was subsequently never allotted.

(iv) That there was no authority for the use by General and Mrs. Morgan in their correspondence, of the name "Wenlock road"

In the absence of representations to the above effect the Board consented at its meeting of 5th June 1895, to pay General Morgan, the money Rs 950 he had expended on the road, without its authorization, money which according to the express report to Mr Sim of the Engineer who — prepared the estimate, had not been spent in the manner provided by the Estimate.

The Board now reaffirms its resolution passed at a meeting at which 21 members were present dated 31st January 1895 and regrets that the policy laid down in that Resolution should have been departed from in favour of a road frequently rejected by the Board and considered of little public utility.

The Board also considers that the report made to Government to the effect "that General Morgan came up to the Board with a fait accompli" is inaccurate in as much as the "road has been opened through land not formally acquired and has been cut for 300 feet through the property of H. H. the Nizam without permission and for shorter distances through other private properties without the permission of the owners. The Board also considers that the circumstances should have been and should now be fully reported.

The Board also considers that the officiating President's action in passing an estimate for Rs 1300 and pushing on the work before the land was acquired, is not covered by

Enc: E Continued

J

by the Resolution passed which was intended at any rate to take effect after the acquisition of the land but that the Board is now unanimously of opinion that the resolution of June the 5th was passed under a misunderstanding and that all expenditure on this road should be at once stopped and that the ~~reconsideration of the~~ resolution of June shall be brought up at the next meeting with a view to its formal cancellation and in view to the final abandonment of the idea of making this cart road. The Board also expresses its regret that H. H. the Nizam's property should have been cut through without permission which was not its intention

(Sd) J. D Rees.
President
Dt Board,
Nilgiris

(True Extract)
JDR
President Dt. Board,
Nilgiris

Enclosure ~~E~~. J to Collr & President's letter No 61.
23-9-95

J

Mr Hodgson's Interpellations

I am informed that this Board at a recent meeting, in June last decided to take over the road from Ootacamund to Anikkori as a cart road and that sums of Rs 1050- for maintenance and Rs 950- to be refunded to General Morgan for monies spent by him in the said road, were passed, in all a sum of Rs 2000-

(1) I would ask first if it is not a fact that those members who voted this sum were led to suppose that the Board was compromised by a previous undertaking, said to have been made by it to General Morgan, to take over the said road and that if any such undertaking was made the papers be laid before the Board.

(2) ~~It was~~ Has not the question of the construction of a cart road leading from Ooty to Anikkori been brought up before this Board on several occasions previous to the 31st ~~July~~ Jany 95 and has not the opinion always been that no such cart road is necessary.

(3) Was not a resolution passed at an exceptionally full meeting of this board in the 31st Jany June 95 when G. O. no 2372 L calling upon the Board to show cause against the enhancement of the land cess was discussed, to the effect, "That the land on these Hills is unable to bear any extra assessment and that ~~the~~ reductions wherever possible should be made in expenditure and that the list of roads should be jealously ~~sanctioned~~ scrutinized in order that expenditure under this head may not be needlessly increased and no new roads should be made or ~~under~~taken over unless ~~made~~ under very exceptional circumstances."

and I would ask why has this x declared policy of the Board been abandoned in the case of this Anik-Korai road which has hitherto been held by the board to be of little public utility.

(4) Under what authority by whose consent has this projected road

Enc: F. Continued

J

been christened the Wenlock road: thereby seeking to convey to it an importance which it does not deserve and ~~this~~ is therefore misleading.

(5) It is not true that although the Board has consented to take over this road, the rights of private owners through whose land it will pass have not in every case been acquired and that it still remains to acquire such rights, either by private arrangement with the owners or through the land acquisition act and that either alternative will be attended with heavy cost.

(6) Is it not the case that the number of estates which would benefit by this road is extremely small and made up chiefly of very small holdings, and that the aggregate of the Estate lands in its vicinity shows the small total of some acres 248 of which only acres 130.75 are under cultivation.

(7) Is it not the case that in the representation of General or Mrs Morgan a bridle road through this part of the district has recently been constructed

and the expense and maintenance defrayed out of the Local Fund Board funds.

(True Copy)

J D Rees

President Dist: Board
Nilgiris

3/2774 L

Reference on
Current No 618

Collector & President's Office
Ootacamund
23rd September 1895

Local & Municipal Dept.
CURRENT No. 2774 L

From

J. D. Rees Esquire C. I. E
Collector & President Dt Board
Nilgiris
Ootacamund

To

The Chief Secretary to Govt
Local & Municipal Departt
Madras

Sir,

In G. O of 1st July 1895 No 1150 L Mis: the Government recorded a letter from the ag President of this Board reporting that Major General Morgan's appeal might be considered as withdrawn, as the matter to which he referred had been satisfactorily disposed of.

2. General & Mrs Morgan have, for some years been petitioning for the conversion into a Cart road of the bridle path which leads past Mrs Morgan's house in

n the Snowdon valley to Anikkorai village near which ~~she~~ that lady or General Morgan or some member of the family possesses ~~her~~ a small estate of about 32 acres which in part I believe is being & in part has been opened with Coffee. The Board refused to comply with this request and to enter the road in the budget for 1893-94. Mr Burrows when Collector in 1889-90 had entered Rs 5000 for opening a Cart-road in his budget but had suggested to Govt. that it should be struck out and it was struck out. In Mr MacCartie's time the matter was brought before the Board with the result that he omitted it from his budgets for 1890-91. ~~1891-92 and~~ It was likewise omitted from budget for 91-92 & I omitted it from the budget for 1893-94 under a special resolution of the Board Copy of which is appended, Enclosure A. Mr Wolfe Murray had entered in his budget for 1894-95, Rs 5000 for a Cart road & suggested that if the Govt. disapproved of the provision, a sum of Rs 960 should be added to the allot-ment for repairs for "opening a bridle path". No doubt he meant a bridle road, as a bridle path or track has existed for many years.

Govt.

vide page 9 of G.O. 710 L / 26-3-89

and some other works in case it shd appear to Govt that the amount budgeted for as Provl. Contribution was excessive

vide para 5 (11) of the G.O.

vide page 6 of G.O. 596 L / 29-3-94

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vide para 4(2) of G.O. 596 L / 29-3-94

Govt, however, struck out the Rs 5000 for
Cart road and made no addition to the all
-ment ~~of~~ for repairs. As the Board had disappro
of the road on several occasions no allo
-ment was proposed in the budget for 1895-

3. I had some Correspondence wi
General & Mrs Morgan on the subject a
Mrs Morgan repeatedly wrote letters on t
matter. I also inspected the trace on sever
occasions and found on the last of these, that
Govt. & private lands had been cut through,
Govt. lands ~~at~~ any rate, without permissi
In November 1892 I had informed Mrs.
Morgan that the Board was opposed to the
inclusion of the road in the budget. In
~~November~~ Septr 1893 before the Govt. had passed
orders on Mr Wolfe Murray's proposals
he had an estimate prepared by the Local
~~Fund~~ road? Engineers for opening a bridle path
at a Cost of Rs 960. The District Board En-
-gineer reported to Mr Wolfe Murray that
"there was not a rupee to spare, that the
"usual grant for bridle paths had been
"reduced by Rs 500 & that he would have

an

w the Snowdon valley to Anikk

an estimate prepared for the bridle path and" that if it was sanctioned perhaps Genl Morgan" would agree to carry out the work." Mr Wolfe Murray sent a copy of this letter to General or Mrs Morgan saying ~~that~~ "the course suggested by the Engineer is the only one practicable, I think." After my return to duty in December 1893 I made inquiries from the Badagas & others interested & I arrived at the conclusion that it was not certain that they were ~~[illegible]~~ all desirous of giving up their lands gratuitously. I was aware that ~~the~~ a petition had been put in by certain badagas asking for this road, but I considered it my duty to make an independent enquiry. Accordingly in June 1894 I informed Mrs Morgan that all the owners did not agree to give up their lands without compensation, & that no money was available. In August 94 I informed Mrs Morgan that the Board had recorded its opinion that the new road should not be taken in hand, and I informed the lady that it was not sufficient that the owners had signed papers

papers expressing their willingness to mak their lands over to her, that such a road could only be taken over by the Local Board, supposing that it consented to take it at all when the legal title had been transferr to it by acquisition under the Land acqui-sition Act. I also added that I could not guarantee that the Board would, in any case pass anything, and explicitly stated that I thought it necessary to inform her how the case stood lest she ~~mo~~ should incur liabilities without a full appreciation of the conditions of the case I condoned the unauthorized cutting in Govt lands because I personally wished the road to be made and believed it would, like any road, be of some little use & might even help however little to open out the country though on my enquiries, some of the Anikkorais ryots had informed me that they did not want it, and were under the impression that they had given per-mission to Mrs Morgan to cut the trace through their lands, because such was the desire, as they were give

the ground

understand, of the Authorities. In October 1894 I wrote to Mrs Morgan in the following terms. "I beg to say most explicitly that nothing can be allotted for the new bridle path until it is approved by the Local Board in the first place, and then sanctioned by Govt. & even after ~~after~~ such sanction, no work can be started until every inch of private land required for the road has been legally acquired under the Land Acquisition Act by Government & handed over to the Board", and I communicated to Mrs Morgan a resolution of the District Board of the 27th September 1894 (Enc: B) setting forth "that there is already a bridle path between" "Ooty & Anikkorai, which is as fair" "in regard to gradients as the average Dt" "communication of its class, that Mrs" "Morgan wants a new line between Ooty" "and Anikkorai run at such a gradient" "as would admit of its use by wheeled" "traffic, & subsequent conversion into" "a cart road, that the land traversed was" "mostly private, that the Board was not" "willing to pay for its acquisition, but that" "if the pattadars gave their lands gratui-" "tously the Board would endeavour to allot funds".

In communicating this, I said "If you acquire the land & make the road yourself and are then prepared to hand it over to the Dt Board, it will ~~be~~ then be time to consider what subsequent action can be taken". In January 1895 Mrs Morgan informed me that she had spent 1000 Rs on the road, and asked me to take it over & pay the money, whereupon I referred her to previous correspondence & she replied that "If I desired to repudiate the action of the ag Collector & refuse funds for the Wenlock road, the matter should be referred to Govt". I may remark that there was no authority to use the name "Wenlock road" though I found that the ryots had in some way learnt to call it "Governor thorai Rodu" (Governor's road). I then asked Genl & Mrs Morgan to favour me with a copy of the ag Collector's (Mr Wolfe-Murray's) promise & finally learnt that they relied upon the letter referred to in para 3. This did not appear to me to amount to any promise, and in fact the ag Collector or ag President could not commit the Board in this way. Genl Morgan too must have known, I think, ~~[illegible]~~ & the grounds at Such a Communication did not mount to any Sanction on which he ould ~~go~~ act, and at any rate he was plainly told so by myself. At a later date in present year when I asked Mr Wolfe Murray whether he had given any promise, he replied, "that as far as he could remember, he said he thought a road ought to be made in that part of the hills but that he could not remember if ever anything came before ~~the~~ a meeting about the matter." Under these Circumstances I ~~could~~ did not think I could pay General Morgan the money and at any rate I certainly could not have done so without laying the matter before a meeting of the Dt Board, which was not just then due.

4. General Morgan thereupon petitioned Govt and his petition was referred to me for report. I was then just about to leave for Travancore but I dis[illegible]ed a memorandum setting forth the Board into [illegible]umstances before I left, and wrote ~~to~~ the ag President to say that the memorandum, which was, I think, only copied [illegible] from short hand ~~notes~~ after I left, [illegible] my answer. Not receiving any reply from the ag President I wrote to the Local Fund Clerk and told him to lay it before that gentleman as my answer. I knew nothing more about the matter until my return from Travancore when I learnt that the Board had, at a meeting in June,

See Enclosure E. C

"undertaken the maintenance of the road on the condition "that the land required, 24 feet in width, wherever practicable, is made over to it by the owners free of charge" and "that the acting President had been requested to take the necessary steps to have the land formally made over by the owners to the Dt Board." The resolution went on to say ~~that~~ when this has been arranged, the maintenance of the road will be commenced, and for this a sum of Rs1050 from Savings is now allotted, ~~that~~ and Genl Morgan was to be repaid such sums as he had spent on the road up to a limit of Rs950 which was to be allotted from Savings, that the President had been requested to take the necessary steps in acquiring the Dt Board's title to the land, to have it demarcated & surveyed & separately entered in the accounts."

5. [illegible] I returned, Genl Morgan had been paid Rs950 though the Dt Board Engin expressly re-ported that the work had not been carried [illegible] for according [illegible] ~~the~~ his estimate [for carrying on the which, [illegible] provision had been cut out of the bill [illegible] the ground

for 1894–95] I found also that the road had been cut through the properties of two proprietors who have complained to me & have claimed compensation and also for three hundred feet through the compound of H. H. the Nizam which lies between Mrs Morgan's former & Mrs Morgan's present residence, that the ag President had made over to the Deputy Tahsildar a bundle of transfer deeds executed by certain owners in favour of the District Board with directions to arrange for obtaining the signatures of the joint pattadars thereto. These signatures have not yet been obtained in all cases & the documents already signed before the ag President are, I think, of doubtful validity, as no areas are in any case entered & several pattadars on that occasion asked, so the Dy Tahr who was present informs me, for compensation, but signed when informed by the ag President that the road was required for their own use and benefit, as to which I held all along they should not be pressed by the authorities to express an opinion, which involved a sacrifice. After the resolution of June (Enclosure ~~B~~ C) was passed, the ag President sanctioned in anticipation of the Board's approval an estimate for Rs 1300 of which a sum of Rs 436-3-8 has been spent, and wrote to the Resident at Hyderabad asking that the Nizam should be requested to give gratuitously his land through which road passed. H. H.'s ~~agents~~ servants objected when

the

the cutting was made, but were informed that the road was being made by authority & that H. H.'s permission had been sought; whereupon they desisted and the cutting continued though no permission from the Nizam has yet been recd. It appears that Genl Morgan informed the ag President that the H. E. the Governor had intimated that the road might be called the "Wenlock road" & that ag President asked the Private Secretary if H. E. the Governor had so consented, whereupon the Private Secretary said that H. E. the Governor "had no particular recollection of any proposal coming from ~~Govt~~ Genl Morgan to call the track to Anikkorai after him, but that Mr Wolfe Murray, ag President in 1893, had mentioned the matter & that if the Board should decide to take over the road & express a wish that it should be called the Wenlock road, H. E. the Governor would of course raise no objection." — Copy of Mr Sim's letter to Private Secretary of June 5th is appended. (Enclosure D). At the meeting in August when Resolution which forms enclosure ~~D~~ E was passed, I intimated to the Board, when Mr Hodgson rose to make his interpellations (Enc: ~~E~~ F), that the Governor preferred that the road should continue to be called Anikkorai road as doubts had been expressed as to its importance & the necessity for its reformation or reconstruction.

6. On my return I found that the small survey staff which is usually

to engaged in Sub division & Surveys Connected with land applications, was engaged upon Survey & demarcation of this Communi-Cation.

7. I did not however, in any way interfere with what had been done though I specially regretted the Consequent delay and obstruction to disposal of land applications, but on receipt of a letter on the subject from one of the members of the Board asking why the decision of the Board ~~at an extremely full meeting (21 members)~~ not to take up this road had been departed from, I told him the matter ~~would~~ necessarily be brought up at the next meeting in order to acquire Con-firmation for ag President's Sanction of estimate, and for authority to ask leave of Govt. to acquire land. At the August meeting however another mem-ber of the Board, Mr Hodgson, brought forward Certain interpellations to myself of which a Copy is appended (Enclosure F) and upon my giving him answers, the Board observed "that my memorandum had not been laid before it by the ag President, and that the Board in its June meeting in the absence of representation of the fact set out in that memorandum, had Consented to pay to Genl. Morgan Rs 950 which he had expended on the road without authorization, & the Board reaffirmed

its

* Enc: H

its resolution* of the 31st of January 1895 passed at a meeting at which 21 members were present, & regretted that the policy laid down in that resolution should have been departed from in favour of a road Considered of little utility. The Board also Considered that the re-port made to Govt. to the effect that Genl. Morgan "had Come up to the Board with a fait accompli" was to some extent inaccurate inasmuch as the road had been opened through land not formally acquired & the Board thought that the Circumstances should have been fully reported. The Board was also of opinion that the Officiating President's action in passing an estimate for Rs 1300 & pushing on the work before acquisition of the land, was not, ~~[illegible] the spirit of it at any rate~~, Covered by the resolution passed, which was intended at any rate to take effect after gratuitous acquisition of the land, but the Board Consisting of 16 members was unanimously of opinion that its resolu-tion of June was passed under a misunderstanding and that all expenditure on this road should be at once stopped, the resolution of June Coming up at the next meeting in view to its legal Cancellation after the expiry of three months. The Board also expressed its regret that the Nizam's property should have been Cut through without permission, which was not its intention.

8. In order to the Carrying out the desire of the Board I have reported the

Circumstan

rcumstances as briefly as can well be done upon
Correspondence which has been going on for se-
eral years. It is necessary to report the facts
I do not think the Board was committed to
enl Morgan while I respect the contrary opi-
nion of Mr Sim. If the Board was not commit-
ed it is obviously impolitic to allow its hands
be forced and its money to be spent in a
nanner it does not approve. It appears to
e to be my duty now to ask Government to (1)
uthorize the acquisition under Land Acquisi-
tion Act of the lands belonging to one Makka-
ji Row & one Tombatler which have been cut
hrough without permission or of such portions
s have been cut through without permis-
sion for which I append a draft noti-
fication. (Enclosure. G.) I cannot
see on what possible score the request
f these men for compensation can be
denied. Indeed it is possible that others
will come forward, for badaga pattas
are invariably held by several co-sharers
and I think it is probable, now that
the use of the Governor's name has been
formally refused to this road, that it is
somewhat unlikely that all those in-
terested will consent to the gratui-
tous abandonment of their land. The
xpenditure will not be very great though
claims

---

claims are made at the rate of Rs 1000 per acre
by the two individuals named, but it is greatly to
be regretted that so much money should be
vainly spent. I urged that the road should be
completed up to a certain point as so much work
had been done, but the Board was ~~unanimous~~ unanimous in
thinking that a cart road of this gradient ending
in the air would be an absurdity, nor am I
prepared to say that I can conscientiously dis-
-sent from this conclusion. The old track
which the villagers use is shorter, & they will
probably always prefer to use it. The total area
under coffee to which the new road leads, is
130.75 acres in small patches & with the excep-
-tion of the small applications of Mr Lawson
Morgan for land for fruit growing, I see no
immediate ~~present~~ likelihood of any more estates being
opened out in this direction.

9. I would however also ask Govt
(2) for permission to take action under the
Land Acquisition Act in regard to the lands
of other ryots ~~proprietors~~ if they come forward with
objections. A separate notification will,
however, as a matter of course, have to be sent
up in each case, but with a general authority
the circumstances need not be again reported.
(3) I have also to ask that Govt will be please
to take such action as seems proper to
in regard Cutting through Nizam's propelt

since communications with a Resident should pass through the Govt, and at present I have only to forward to H. E. in Council an expression of the Board's regret that this unauthorised act ~~[illegible]~~ should have been ~~Communic~~ Committed.

vide D. O. from Mr Rees & reply to it put up –

10. It will be apparent that I should have left on record a memorandum to lay before the Board since it will be obvious from the Correspondence that I anticipated Genl & Mrs Morgan's claim and was prepared & bound, in my opinion, as a matter of duty, to resist it, though I should have much preferred to have met it in a spirit ~~[illegible]~~ amiable complaisance. It is known to Govt in the Rev: Depart that the duty of disposing of claims based upon alleged express or implied promises has often devolved upon the Nilgiri Collector. I did leave behind me an answer to Genl Morgan which might perhaps with advantage have been either forwarded to Govt or laid before the Board. I attribute the omission, if it be one, to inadvertence. I brought this memo to the ag President's notice when I left & soon after I left but he informed me on my return, that he did not remember receiving any letter referring to this subject & when the letter was found, that he had, doubtless through inadvertence, not read the portion relating this subject and that when my memoran-um was laid before him by the L. F. Clerk, id not consider that it would satisfac- l dispose of the matter. In thinking this

These papers have not been called for as they are not necessary for the disposal of this paper

this the ag President was entirely within his right, and indeed there was no obligation to use my memo; or to accept its views, since it had not been signed and despatched:

11. I have made an arrangement with the Contractor for the relinquishment without compensation of the remainder of his contract with the ag President which the Board prefers not to confirm, and as Genl Morgan has been actually repaid the money he spent on the road, he has no possible further ground of complaint, except that the Board has not and apparently cannot be brought to see that this road is a public want. The Board indeed condemned with some feeling, a reversal of its Resolution laid down in regard to the raising of the land Cess (Enc: H) which naturally was unpopular with ~~the~~ a Board of planters, and the expenditure of Rs 2000 out of Rs 4786 raised by this measure, for the construction of a road which subserved in its opinion chiefly private interests, while the funds so raised might in its opinion have been ex-ded in the public interests in ot

directions, though it adheres now, to the opinion expressed in January of this year viz: that the district is extremely well provided in regard to Communications and that there is some difficulty in adequately keeping up its mileage of roads, paths & Communications. Continual pressure, which it needs some firmness to resist, is put on the President & on the Board to induce it to take up roads, advocated by individual residents in the district.

I have the honor to be
Sir
Your most obedt. Servt.

J D Rees

Collector, & President
Do. Board

PRIVATE · THE GOVERNOR · MADRAS

CHIEF SECRETARY
24 SEP. 1895
GOVERNMENT OF MADRAS

My dear Price

H.E. the Gov wants

the Anchorage Road Papers as

Gen Morgan has been at him

(2) The present loss of Vellore being

known. He wants to know

how the telegram from some

Vellore Mussulmans re the

[illegible]. I believe or Mohammadans

or both, has been destroyed.

I don't see the telegram wh.

Wenlock sent you

Yours

E

tons

expended

on the grounds

Local & Municipal Dept.
CURRENT No. 2774 L

E

From J. D. Rees Esquire C. I. E
Collector & President Dt. Board
Nilgiris
Ootacamund

To

The Chief Secretary to Govt.
Local & Municipal Depts.
Madras

Current No 618

Dated 23rd }
Despd 23rd } September 1895
Received 25 SEP 95

Enclosures 8. (A to H)

Subject

Ootacamund – Anikkorai road

eporting the Circumstances
der which the Dt Board has
olved to stop any further work
f the ——

Cur

LOCAL AND MUNICIPAL DEPARTMENT.

Again G.O., dated 189 , No.
Current No. 259/L of 1895, dated 3rd September/95 from ~~the~~ General Morgan
Current No. 2774 L of 1895, dated 23rd September/95 from the Presdt. Dt. Bd. Nilgiris.

FOR ORDERS.

In his petition dated 21st February 1895, General Morgan complained to Government against the action of Mr. Rees, the President of the District Board of Nilgiris, in refusing to pay him Rs 950, being the amount spent by him in making a bridle road from Ootacamund to Anikorai (four miles in length), a work which he undertook, as he alleged, on the × understanding with Mr. Wolfe Murray, a former President, that the District Board would reimburse to him the sum which he spent upon it. This petition having been referred to the President for report, Mr Sim, the then acting President, replied that the matter had been satisfactorily disposed of and that General Morgan had authorised him to say that his petition was

on the ground

× Genl. Morgan does not represent this fairly. It is not easy to see that there was any "understanding". Mr. Wolfe Murray's letter on the point is enclosure B. to the first petn.; on the first page of the file constituting the current.–

as withdrawn. Please see the papers recorded in G.O. dated 1st July 1895 No. 1150 L.

2. In the first of the currents read above, General Morgan now states that he withdrew his former petition to Government at Mr. Sim's request, on being paid Rs 950 for work done on the Anikorai road and on the understanding that the Municipal end of the road would be finished and that — Mr. Rees the present President has repudiated Mr. Sim's action and has prevented the Municipal end of the road being completed and thus spoilt the road as it is now cut off from communication with the Marliamund road. General Morgan also complains that Mr Rees is delaying to take over the lands concerned under the Land acquisition act, and is raising difficulties of various kinds which did not exist during Mr. Sim's tenure of office.

3. In the second current, Mr. Rees gives a history of the road in question, from which it appears that General

---

years, been petitioning for the conversion into a cart road of the bridle path from Ootacamund to Anikorai. In the budget for 1889-90 the District Board provided Rs 5,000 for the work and requested that, in case it should appear to Government that the amount budgeted for as Provincial Contribution was excessive, the provision may be struck out. The Government then struck out the provision accordingly. The allotment was repeated in the budget for 1894-95 and the Board requested that, if Government disapproved of it, the grant ~~may~~ might be reduced to Rs 960 for converting the path into a bridle road. No provision was, however, finally made for either. With these exceptions, the District Board has been systematically refusing, year after year, to make provision for the

on the grounds

either

to take it at all, only when the legal title had been transferred to it by acquisition under the Land acquisition Act, (4) that he could not guarantee that the Board would in any case pass anything and (5) that he thought it necessary to inform her how the case stood lest she should incur liabilities without a full appreciation of the conditions of the case. Mr. Rees wrote to Mrs. Morgan again in October 1894 telling her most explicitly that nothing could be allotted for the road until it was approved by the District Board in the first place and then sanctioned by Government and that even after such sanction, no work could be started until every inch of private land required for the road had been acquired under the La

by Government and handed over to the Board. A copy of the District Board's resolution dated 27° September 1894 was also communicated to Mrs. Morgan. In that resolution the Board stated that it was not willing to pay for the acquisition of the land required for the road which was mostly private, but that if the pattadars gave their lands gratuitously the Board would endeavour to allot funds. In communicating this resolution to ms. Morgan, Mr. Rees stated that if she acquired the land and made the road herself and was prepared to hand it over to the District Board, it would then be time to consider what subsequent action could be taken. In spite of Mr. Rees' repeated warnings, however, Mrs. Morgan took the work in hand herself

herself and informed him in January 1895 that she had spent Rs 1000 on the road and asked him to take it over and pay the money, the claim being based on Mr. Wolfe Murray's letter of the 17th October 1893 above referred to. Mr. Rees was not satisfied that Mr. Wolfe Murray's letter amounted to any promise, nor that he could commit the Board in that way, even if it were held to be a promise, and he accordingly repudiated the claim of Mrs. Morgan.

4. General Morgan thereupon submitted a petition to Government on the 21st February 1895 (disposed of in G.O. dated 1st July 1895 No 1150 L and resubmitted to Government with Current No 2597L read above) complaining against Mr. Rees' action, and the same having been referred to the President (Mr

(Mr. Sim who was then acting for Mr. Rees) he laid it before the District Board, which at a meeting in June 1895 agreed to undertake the maintenance of the road on the condition that the land required was, wherever practicable, made over to it by the owners free of charge. The Board also allotted Rs 1050 for its maintenance and Rs 950 for payment to General Morgan in satisfaction of his claims and requested the President to take the necessary steps to have the land formally made over by the owners to the Board and to obtain the Municipal council's consent to the payment to the District Board of Rs 250 in consideration of the latter's taking over the Municipal portion of the road. General Morgan accordingly received Rs 950 from the District Board and withdrew his petition to Government as stated by the President in his letter recorded in G.O. dated 1st July 1895 No. 1150 L, but he now complains that the Municipal portion of the road has not been finished

5. Shortly afterwards Mr. Rees returned to the District from Travancore and found that the District Board had been committed to a policy to which it was all along quite opposed, that the Ag. President had sanctioned in anticipation of the Board's approval an estimate for Rs 1,300 for the work in question, that out of it a sum of Rs 436-3-8 had been already spent and that the road had been cut through the properties of the Nizam and some others who complained to Mr. Rees about it and claimed —

Compensation

been reported

(Mr

compensation. The matter of the estimate having been placed befor the District Board in August 1895 it completely repudiated the resolution passed in June 1895 on the ground that the previous history of the case was not placed before it at the time, by Mr. Sim. The Board also considered that the Ag. President's action in passing an estimate for Rs 1,300 and pushing on the work before acquisition of the land, was not covered by the resolution in question, which was intended to take effect only after gratuitous acquisition of the land and the Board was further unanimously of opinion that its resolution of June was passed under a misapprehension and should come up at the next meeting in view to its cancellation after the expiry of three months and that all expenditure on the road should be stopped at once.

6. The President now requests that Government should authorise the acquisition under the Land Acquisition act of certain lands which have been cut through without permission and states that other similar applications will possibly be coming up. He also requests that Government will be pleased to take such action as seems proper to it in regard to cutting through the Nizam's property, since communications with a Resident have to pass through the Govt.

7. It is submitted

(1) that General Morgan may be told that he should apply to the Municipal council as regards the completion of the Municipal portion of the road.

I approve of the course proposed.
W
20 Oct

5/11/95

Mr. Sim seems to have made a nice mess.

(2) that the draft notification for the acquisition of lands submitted by the President may be ordered to be published in the Fort Saint George Gazette.

(3) that the President may be told that all the lands taken up for the road will have to be acquired under Act I of 1894, as required in G.O. dd 6th May 1891 No 408 Rd Communicated with G.O. dd 18th June 1891 No 1468 L, although some of them may not have to be paid for, the owners having consented to part with them gratuitously &

(4) that, as regards the Nizam's property, the President should be asked to furnish full details as to the extent &c, of the portion cut through, in view to the Resident in Hyderabad

being addressed by Government.

V.R.
5/10/95

H.C. Craigs

(5)

and that Govt. may say that it sees no sufficient reason to interfere with the ~~course proposed~~ resolution passed by the District Board at its meeting ~~of~~ on 23.8.95. (Enclosure E to Mr. Rees' letter).

H.C. Craigs

8/10/95.

Road from Ootacamund to Avikorai

FOR ORDERS.

H.M. 2/11

H.M. & H.E. the Governor

C. 9/10

LOCAL AND MUNICIPAL DEPARTMENT.

Papers to be read in Proceedings :—

Again G.O., dated 189 , No.

Current No. 2597L of 1895, dated 3d September from ~~the~~ General Morgan, Ootacamund.

Current No. 2774L of 1895, dated 23d September from the Collector President, District Board, Nilgiris

Order. Nº 2146 Lmi dd/ 8-x-95.

General Morgan will be informed that the Government sees no sufficient reason to interfere with the resolution passed by the District Board at its meeting on the 23d August 1895 and that he should apply to the Municipal Council of Ootacamund as regards the completion of the Municipal portion of the road in question.

2. The draft notification for the acquisition of lands submitted with the second letter read above, as amended by Government, will be published in the Fort Saint George Gazette; and the attention of the Collector and President of the District Board will be drawn to para 1 of G.O. Nº 408 Rev., dated 6 May 1891, communicated with G.O. Nº 1468L., Local and Municipal, Date

dated 18 June 1891, under which lands required for public purposes should be invariably acquired under Act I of 1894 whether they have to be paid for or not.

3. The President will be requested to furnish Government with full details of the extent, &c. of the portion of the Nizam's property actually taken up for the road in view to the Resident in Hyderabad being addressed.

(from orders)

Mrs. 10.95

V.R. 25/10/95

8/11/95.

Road from Ootacamund to Anikorai.

(From orders)

2597 + 3774 L

C.S.
Mis.

To

General Morgan, Ootacamund
Para 1 only.
The Collector and President, District Board, Nilgiris.

Gazetted 12-11-95

Desp. 12/11/95

READ AGAIN ORDER OF GOVERNMENT, DATED 189 , No , MISCELLANEOUS.

ENCLOSURES.

CURRENT No

STATEMENT WITH DITTO.

ORDER OF GOVERNMENT

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH IN ORIGINAL (not paged).

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[7]

Miscellaneous.

LOCAL AND MUNICIPAL DEPT.

G.O., DATED 8—11—95
No. 2146 L.

INDEXED.

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[Despatch Abstract.]

Land

Ordering with remarks, the issue of a notification for the acquisition of —— required for the Ootacamund-Anikorai road.

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When signed
} 189 .

READ AGAIN G.O., No. DATED 189 ,

CURRENT No.

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT .. .. .. A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

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