

BACK PAPERS.

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

FURTHER PAPERS.

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

FOR WHAT CURRENT.	By whom taken.	When taken out.
Depart- No. Year.		

Press Miscellaneous Nov 1896.

Paper taken out of the Records from the charge of the Record-keeper.

LOCAL AND MUNICIPAL DEPARTMENT.

LOCAL AND MUNICIPAL DEPARTMENT.

Again G.O., dated

Current No. 234 Z
Current No. 345 Z
Current No. 844 Z

189 , No.

of 1896, dated 26 January
of 1896, dated 12 Feb
of 1896, dated 16 March

from the Pw Dept
from the do do

FOR ORDERS.

Order

As the N. Trav. Land P.B. & Agr. Soc. have abandoned the idea of constructing a road from the Tullian to Chinnar. I propose that the plan be abandoned. It has been decided (instead) to open a bridge path. It is indicated that for which they have suggested, a track of the way, but the fact is he can not take a similar track. It is a good track already exists. With a small path in that dist. The present before me therefore be requested, in the P.W.D., to submit an estimate for the N. Trav. Land P.B. & Agr. Soc. The requested the Commission of P.B. & Agr. Soc. Connect this bridge path with the road in that district. This the Board have refused to do on the ground that it will be of no use to anyone but the Planter. The fact,

without admitting the soundness of this argument, still in the end be prepared to undertake the work of building the road.

consider however that the path should be made on the side of the road.

But the ^{Govt} considers that the maintenance of the work so constructed must be a charge on the Road's funds; ^{and legitimately so.} ~~the Govt considers that this will be a perfectly legitimate charge~~

be used for the ~~transport~~ ^{transport} of grain and other articles for the planters in Travancore, payment for which, plus the cost of carriage, will be made in the Coimbatore Dt; while a part part of the wages of the coolies, who will be employed when the ^{country} Dt. is opened out, will be paid spent in the same district. The ~~truly~~ path which will in many other ways be benefited.

to the Coimbatore Dt. & Govt. considers that, when completed, it should be maintained from local funds.

2. The P. & D. will be requested to submit an estimate for the construction of ~~the truly~~ path. It is understood that before the path is only be necessary to construct a new path for a distance of about three miles, as the existing cart track for the remainder of the distance is sufficiently good for the ~~stock~~ traffic.

on the lines.
the work ~~as~~ described in para 2 of the Mr Ronaldson's letter of the 29 Feb 96 add^d to the C- of Coimbatore

S. B.
11/4/96

(from orders)

W.S.

11.4.96

To The Dist. D. of Coimbatore
Public Works Dept.

Ref No. 13

pleat it before 31. Dec. 1896

Tallias - Chinna - Manapatti
Road - Coimbatore district

From
FOR ORDERS.

234 + 345 + 894 L

721 L

H. H.
C.B.

Resubmitted to the Honble Mr. Bliss

W. H. P.
7.4.96

some

H. H. P.

Lead to me for

LOCAL AND MUNICIPAL DEPARTMENT.

Again G.O., dated

189 , No.

Current No. 234 L of 1896, dated 24th January from the P. W. Department.

Current No. 345 L of 1896, dated 1st February from the Do.

894 L

16th March from the P. W. Department, Coimbatore

FOR ORDERS.

Mr. J. Muir & some of his people came to see me today about this & told me that they found they could not stand the expense of completing the road down the Chinna, which, according to Mr. Swinton, will cost Rs. 10000 more than has already been spent on it; and that they therefore now propose to make only a good bridle path and would in consequence only ask for Rs. 1000. That it would, on its part, only (1) continue the bridle path for the last 2 1/2 miles N. of the Chinna, after which the track is possible up to Manapatti, which would be the place where the pack animals they proposed to employ would be kept & loaded up, and (2) make a possible cart road from Manapatti to Palla-pallam, where the existing road from Thalli to Udampatti would be available. This undertaking would be a reduced demand on Govt. I told Mr. J. M. that, if he would apply accordingly, I thought there would be no difficulty made. He asked me whom to address & I told him the Secy of the Comd. L. B., through whom the previous correspondence had passed. He said he would do so. He has promised to let me hear from him until he does so.

Please see Notes following dated 17/2/96

Please see the notes and orders in G.O. No. 2638 L of 17th Decr. 1894, the report called for in which is furnished in the first of the currents read above.

In G.O. 1360 L of 8-6-92 a grant was promised from Provincial to connect a road through the Kanan Devan hills in Travancore with the road in Coimbatore, i.e. to construct a road from the Travancore frontier to Manapatti or, as it appears from the Secy. Engineer's report, Udampatti. This grant was to be given as soon as the road through Travancore was completed, or nearly so. The Secy. Engr. Coimbatore, whose report is forwarded with the current read above, inspected this road through Travancore, although he says it is not nearly completed, he says that the planters have entered into an agreement with the Travancore Govt. to complete it before 31st Decr. 1896.

This grant will therefore have to be given in 1896-97.

next as to the amount of the grant.

The original estimates were for Rs 10,500 for a road to Manupatti (10 1/2 miles). The S. Supt. now reports that there is only a rough bandy track between Manupatti & Madampal, & the road will have to be carried on to that place in order to be of any use. The road will therefore be 15 miles long, for which the following estimate is submitted

14 miles ordinary road 12 ft. wide at Rs 750 Rs 10,500
(1 mile short road at Rs 2000) Rs. 2000
Rs. 12,500

Rs 12,500 is therefore required to connect the planter's road through Travancore with the roads of Coimbatore.

It is observed that the agreement between the planter & the Travancore Govt. referred to above has not been sent on by the S.P.W., but it was not thought necessary to obtain it, before sending this up for orders.

WWD

13.11.96

H.H.

The above leaves out 1/2 the cost of the bridge over the Chinman, which this Govt. will probably have to accept. The road consists of 12 miles to Manupatti plus 3 miles thence to Pallapalliam

Re - Tallies Chinman road
Coimbatore

2341 345

Note for H.H.

Please see letter from the Secretary to the North Travancore Land, Planting and Agricultural Society, forwarded by the President, District Board, Coimbatore, with the last of the letters read above. The President thinks that the Local Funds of this District should not contribute to the cost of a bridle path which will be of no use to any one but the Planter. It is for consideration whether the cost should be met from Provincial. The estimate already submitted is for a road, & is Rs 12,500. The cost of a bridle path for pack traffic would probably not be more than Rs 4,000, as a sufficiently good track already exists below the shamb. If it is decided to construct the bridge from Provincial, the S. Supt. may be asked to

submit an estimate

WWD

14.11.96

The H.O. contemplated (see note of 12/12/94 & 17/1/94) a portion of the proposed grant being debited to Forest. On this the Rev. Dept. has not been consulted yet.

It is also a question whether the road sh^d not be more than 12 feet? And we sh^d have a copy of the trav. agreement. J.H. 16/11/96

With reference to H.H.'s note of 17th February 1896, please see letter from the Secretary to the North Travancore Land, Planting and Agricultural Society, forwarded by the President, District Board, Coimbatore, with the last of the letters read above. The President thinks that the Local Funds of this District should not contribute to the cost of a bridle path which will be of no use to any one but the Planter.

It is for consideration whether the cost should be met from Provincial. The estimate already submitted is for a road and is Rs 12,500. The cost of a bridle path for pack traffic would probably not be more than Rs 4,000.

as a sufficiently good track already exists below the grant, except for 7 miles. If it is decided to construct the bridge ^{path} from Provincial, the Executive Engineer may be asked to submit an estimate.

W.D. H. H. S. J. R. 7. 4. 96

The bridge path we want cost much & we may have for it - Let an estimate be prepared. But the L. B. must keep it up. It is absurd to say that the bridge path will be of use to anyone but the Planters. They want it to bring up grain, their payments for it, plus cost of carriage, plus wages (a good part of the wages) of the thousands of coolies they will thereby employ, will all be spent in the Coimbat. district

W.D. 9/4/96

Talliar - Chinuar - Nanapette Road - Coimbatore District

H. H.

234 + 345 L

I have seen
Mr. H. H. S.
Refer to the order
18/2

Resubmitted to the Honble. Mr. H. W. Blacess.

W.D. 4. 4. 96

To the Pres. D. H. Coimbatore
Public Works Department

Local & Municipal Dept.
CURRENT No. 894 L
1896.

LOCAL & MUNICIPAL DEPARTMENT.

From,

THE PRESIDENT, DISTRICT BOARD,
Coimbatore.

To

THE CHIEF SECRETARY TO GOVERNMENT,
Local and Municipal Department,
Madras.

Reference No. 268 of 96 -
D.B.

Dated 16th
Despatched 20th } March 1896.
Received

CHIEF SECRETARY
ENCLOSURE 1
22 MAR. 1896
GOVERNMENT OF MADRAS

SUBJECT.

Enclosing copy of a letter from the Secretary to the North Travancore Land, Planting & agricultural Society abandoning the idea of constructing a cart road from Chinuar to Talliar and reporting that the Dist Board would not contribute to the cost of the proposed bridge path as it will be of no value to anyone in the district.

127/3

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Executive Engineer, Coimbatore Division, No. 4277 dated 23rd October 1895:-

With reference to your endorsement No. 12 C. I. dated 9th January 1895, on G. O. No. 2 W. dated 3rd January 1895, I have the honor to submit the following report on the Talliar-Chinnar Road and its continuation to Udumalpet.

2. I much regret that this report has been so long delayed. I found the file on my unanswered reference list when I took over charge of this Division in April, and I proposed to inspect the road in June, but was deterred from doing so by the assurance of those best qualified to know that it was much too feverish a locality for safe inspection until the S.W. monsoon was well established; so I altered my arrangements and have only just found a convenient opportunity for the inspection.

3. Report.

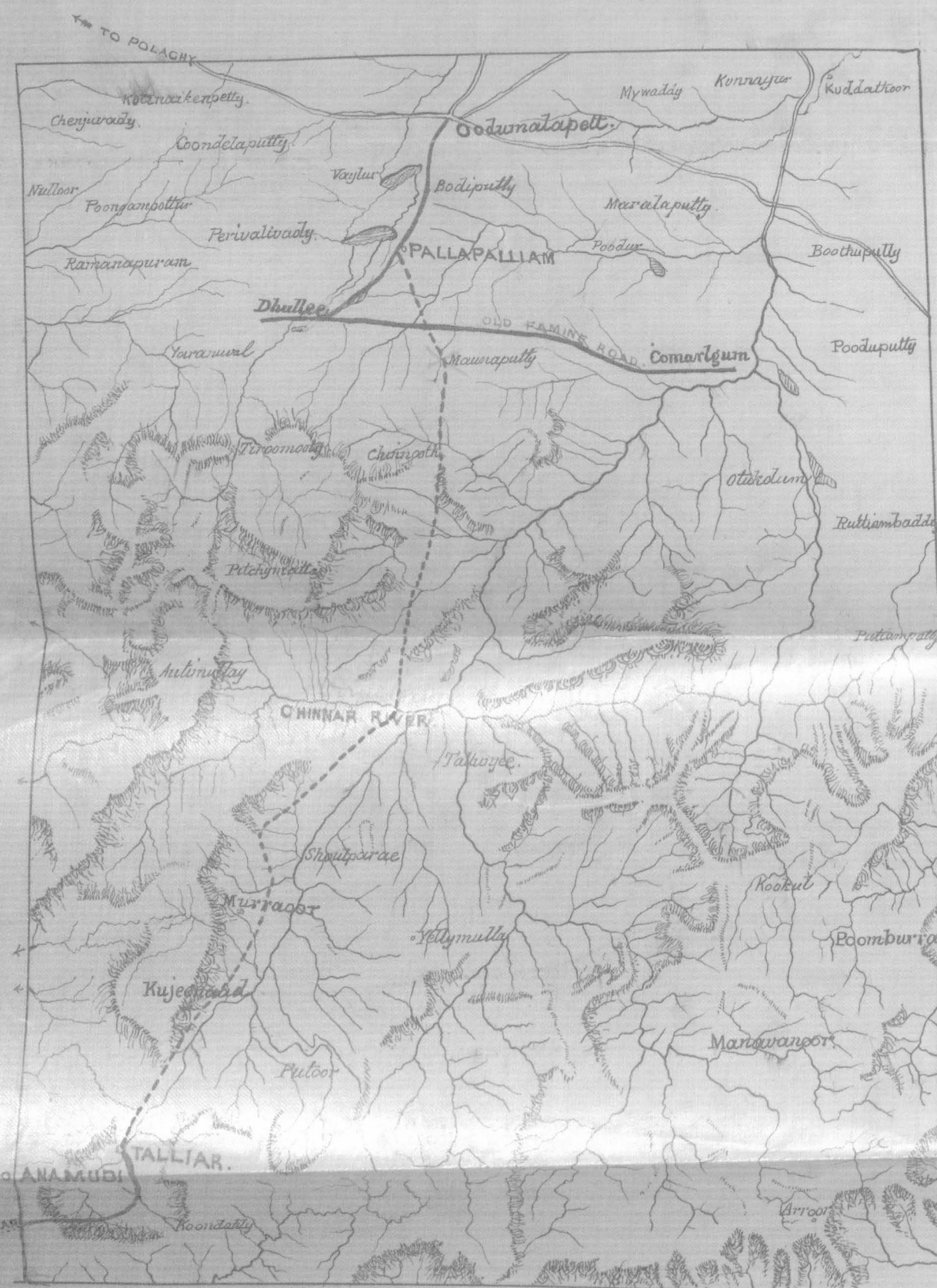
Condition of road made by planters' association up to the frontier of Travancore and Coimbatore.

(1) The road starts from Talliar which is the entrance to the Travancore Anamalai planting district, at an elevation of 5000 feet, and ends at the Chinnar river, which forms the boundary between Travancore and Coimbatore and which I take to be 1000 feet above sea level.

(2) Its approximate length is said to be 24 miles but from observation and the time I took to traverse it, I should say it was nearer 27.

(40-4,000-2-11-95.)

(3) The



PLAN TO ACCOMPANY LETTER NO.

DATED 23-10-95, TO SUPR ENGINEER, COIMBATORE DIVISION.

L. B. B. B. B.

EXECUTIVE ENGINEER,
COIMBATORE DIVISION.

23.10.95

H. H.

(3) The road was traced some 2 or 3 years ago, I believe, by the Travancore P.W.D., and such parts ^{of it} as have been cut are on a nice uniform gradient of about 1 in 20.

(4) The earthwork of the road was completed 2 years ago to a width of about 8 feet in the solid. It was undertaken only where unaccompanied by rock, and the consequence is that there are many gaps where the trace crosses rocky ground. No attempt has been made to remove rock by blasting or otherwise nor, except in one instance, to build revetments, and the drainage crossings, some of them large, are still in their natural state.

(5) On this earthwork, I understand that Rs. 26,000 have been spent, and the result is, of course, nil; because of the numerous gaps still in a state of nature, some of them crossing the face of precipices: while, owing to the fact that, since the earthwork was completed, the road has been left to itself, the portions ~~elevated~~ ^{excavated} have become overgrown with scrub jungle, many landslips have occurred, and the made earth on the road margin has been much scoured.

(6) The North Travancore Land Planting Agricultural Society Limited has now entered into, or is on the point of entering into an agreement with the Travancore Government (copy of which is attached) to complete this road by 31st December 1896.

I consider that owing to the difficult nature of much of the country traversed, the road will cost at least Rs. 2000 per mile to complete, even if its width in the clear, be made only 12 feet instead of 14 feet as laid down in the agreement, and Irish bridges are used instead of culverts; and the work should certainly be entrusted to an Engineer of experience in the art of ghat tracing who will realign the trace where necessary and carry out the work in the most efficient and economical manner. It is not the kind of road to leave to inexperienced hands. It is possible to walk down only about half of it now for the Rs. 26,000 hitherto spent, so that it will be seen that much, and that the more expensive portion still remains to be done.

4. Route

4. Route that should be followed by the suggested road from Chinnar river to Manupatti.

(1) The Chinnar river is 100 feet in width and was running 6 feet deep on the day I arrived on its banks. I had consequently to spend the night there, in one of the most feverish localities in India and ~~is~~ this is frequently the fate, for days together during the monsoon, of the pack bullocks and their drivers who ascend this ghat. It is therefore necessary to span the river with a bridge. One of 80 feet span, with ~~xxxx~~ roadway 9 feet wide raised 20 feet above bed, would be suitable, and I presume the cost might be shared between the Madras and Travancore Governments.

(2) On the Coimbatore side, the line of the proposed road ascends for $1\frac{1}{2}$ miles to a saddle 100 feet above the river, and presents no difficulty of any kind.

(3) From the saddle the road will descend a ghat 1 mile in length with a fall of 250 feet. Here there will be a good deal of rock work, and the road will require careful aligning.

(4) From the foot of this ghat to Manupatti, a distance of $9\frac{1}{2}$ miles, there is already a very rough cart track, which the proposed road will generally follow taking a *bee* line across country as nearly as possible. This portion presents no difficulty, but owing to drainage crossings and surface rock cannot be made so cheaply as the Coimbatore District Board Engineer anticipates.

(5) The estimates submitted by him only provide for the ~~length~~ length from Chinnar river to Manupatti-but this is leaving the road in mid air for there is no present connection between Manupatti and Udumalpet except by very rough bandy tracks. There are two routes available, one via Dhullee 12 miles in length, which will be new for 1 mile, traverse an old disused famine road for 4 miles, and the existing metalled road from Dhullee to Udumalpet for 7 miles; and the other 7

miles

miles in length across country in a *line* from Manupatti, distance 3 miles, to Pallapolliem where it will join the Dhullee-Udumalpet road at the 4th mile stone from Udumalpet. The latter is of course in every way to be preferred. The line of the proposed road is shown in the accompanying tracing.

5. Sufficiency of the estimates prepared for the above road by the Coimbatore District Board Engineer.

The estimates submitted amount to Rs. 3,300 for a 9 feet road and Rs. 7,000 for a 15 feet road, and it will be gathered from the above remarks that they are insufficient to connect the Chinnar river with Udumalpet. The total distance may be taken as 15 miles including 1 mile of ghat. I do not think that a 12 feet could be made here for less than Rs. 2,000, and for the remaining 14 miles I consider from rough estimates I have made, that a 12 feet ^{i.e. in the ghat} road would cost on the average Rs. 750 per mile. Total cost of road from Pallapolliem to Chinnar river would therefore be

14 miles of ordinary road 12 feet wide at Rs. 750. Rs. 10,500.

1 mile of ghat road at Rs. 2,000.

,, 2,000.

12,500.

the above provide for raising the road 18" above ground level with local soil, gravelling it 3" deep with best gravel available, compensation for land, removing boulders and blasting, constructing road dams, revetments and catch drains where necessary, clearing jungle &c.

6. In conclusion, I trust, I may be permitted to say that the country which this road is intended to serve, is a magnificent one, quite the finest in fact, that I have seen in India. The scenery is grand, the climate perfect, the flora most varied and beautiful, and the soil suited to the cultivation of tea and coffee in a very high degree. An influential Company has lately obtained a concession from the Travancore Government of a very large tract of this fine country, and energetic measures are now being taken to open it up and plant tea and coffee. It only needs facility of access with

the

the labor and grain markets of the plains, more especially of the Coimbatore District. This facility will be given by the road now contemplated, and it will undoubtedly be of very great benefit to the Coimbatore District by giving it an additional extensive field for labor and trade. Such a road would certainly not be left by the Government of Madras to private enterprise, and I hope it may be possible to prevail upon the Government of Travancore to construct their portion of it themselves, in the interests of their planting community and in consideration of the fact that the Government of Madras will, on their side, connect it with the labor and grain markets of Coimbatore.

Endorsement thereon by the Superintending Engineer IV Circle, No. 414/W. dated 26th October 1895:-

Submitted to the Chief Engineer, P.W.D. with reference to G.O. No. 2 W. dated 3rd January 1895.

Order thereon: *no 290 W of 24 January 1896*

Communicated to the Local and Municipal Department with reference to G.O. No. 2638 L. Mis. dated 17th December 1894.

(True Extract)

C. H. D. M. S. S.

Under Secretary to Government, P.W.D.

To

The Local and Municipal Dept. with plan.

G. S. S.

Chinnar River 2 miles and 1/2 furlongs

1896.

Public Works Department.

Local & Municipal De

CURRENT No. 2342

No.

290 W

Dated

24th January 1896.

Despatched

Received

SUBJECT.

Taller Chunar road
and its Continuation
to Adumalpet:—

Communicating
letter from D. & IV
circle reporting on the

UNDER SECRETARY
15 JAN 30
PUBLIC WORKS DEPT.

Breadth 9 feet

Estimate of the probable cost for constructing a Road from Manampetty to Chinnar River in the Adumalpet Taluk
Length of the Road 19 Miles and 7 furlongs

Mile	Furlong	Chinnar	Measurements	Hard clay	Gravel	Cutting gravel & forming road	New rough stone work	Paved by Plan	Sloping surface
1	15	8	2	660	2 1/4	1	23760		
2	1	2	660	2 1/4	1	2970			
3	2	2	660	2 1/4	1	2970			

1st section - From Manampetty to the commencement of Forest Reserve & divide of 32 furlongs
The following measurements commence from the end of the Sherry Road to Mann Road
Cutting side drains and forming road hard clay
(the existing bed of this mile is sandy & requires
therefore the line to be diverted into the
field on the side of it
Cutting side drains & forming road gravel
D. & S. Shippama day in the
East

Cutting side drain & forming road & ad clay

1000

Forest Reserve No. 380 Commenced here

Cutting side drain & forming road & ad clay

Clearing benches

Cutting side drain & forming road & ad clay

Clearing benches

Cutting side drain

Cleared area at here - one large stream to be used here

Cutting side drain & forming road & ad clay

Clearing benches

Cutting side drain & forming road & ad clay

Clearing benches

Cutting side drain & forming road & ad clay

Clearing benches

Cutting side drain & forming road & ad clay

Clearing benches

Cutting side drain & forming road & ad clay

Clearing benches

32 section - from foot of hill to Shinmar River 2 mile and 4 furlongs

Cutting one side & widening road - remaining benches 10

Clearing benches

Constructing rough stone revetment new

Clearing benches

Cutting one side & widening road - remaining benches

Constructing rough stone revetment new

Cutting one side & widening road - remaining benches

Clearing benches

Constructing rough stone revetment new

Cutting one side & widening road - remaining benches

Cutting side and forming road & ad clay

Clearing benches

Cutting side & preparing road & ad clay

Constructing rough stone revetment new

Cutting one side & preparing road - remaining benches

Cutting one side & preparing road - remaining benches

Cutting one side & preparing road - remaining benches



District - Coimbatore

Estimate Form - Detail Measurement

Abstract Estimate for Constructing a Road from Mannupatty to
Shinnar River in the Kadamalpet Taluk Coimbatore District.

Quantity	Description	Rate	Amount	Total
<u>1st section - From Mannupatty to the Commencement of the Forest Reserve 4 1/2 Miles and 30 Furlongs</u>				
127710	cft of Earth work Hard clay	3 8 = 1000 cft	447	✓
17820	cft of Gravel dug spread & set down	" 8 = 100 cft	89	✓
11880	sq ft of Removing prickly pears	3 = 100 sq ft	22	✓
	sundries		11	✓
	Superintendence		11	580
<u>2nd section - From the Forest Reserve to the foot of the Ghaut 5 Miles</u>				
109890	cft of Earth work Hard clay	4 8 = 1000 cft	494	✓
8910	cft of Gravel dug spread & set down	" 8 = 100 cft	45	✓
5 1/2	Miles of clearing bushes	20 = per Mile	100	✓
	sundries		15	✓
	Superintendence		16	670
<u>3rd section - From the Foot of the Ghaut to the Shinnar River 2 Miles and 1/2 Furlongs</u>				

On 1/14/92
8910/196
3/14/92
345/196

7230	ft of New rough stone dry in cement	58	100 ft	398	
2 1/2	Miles of clearing Bushes	20	"	50	"
	Sundries			43	"
	Superintendence			43	"
	Compensation for the Lands to be taken up			1700	
				350	"
	Grand Total amount of Estimate Paper			3300	"

(Signed) T. Gasava Row

L. J. Supervisor

Local Fund Engineer

7230	ft of New rough stone dry in cement	58	100 ft	398	
2 1/2	Miles of clearing Bushes	20	"	50	"
	Sundries			43	"
	Superintendence			43	"
	Compensation for the Lands to be taken up			1700	
				350	"
	Grand Total amount of Estimate Paper			3300	"

(Signed) T. Gasava Row

L. J. Supervisor

To be used for the purpose of the estimate

of the work to be done

and the amount of money to be expended

thereon

for the purpose of the estimate

of the work to be done

and the amount of money to be expended

thereon

for the purpose of the estimate

of the work to be done

and the amount of money to be expended

thereon

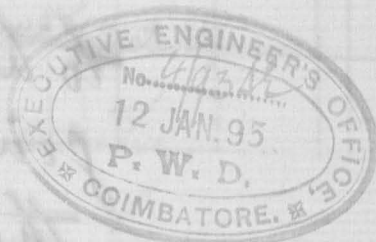
for the purpose of the estimate

of the work to be done



District - Coimbatore

Estimate Form - Abstract



To accompany the Detailed Estimate
No. of 1892-93 for Constructing a Road from
Mainpatty to Chinnar River in the
Adamalpet Taluk

2008.5
5702/56

4/14/95
3454/98

Specification to accompany
an estimate for constructing
a road from Mainpatty
to the Chinnar river in the
Adamalpet Taluk.

Earthwork. Side channels
to be cut as per dimensions
given in the estimate and
the earth thus obtained
should be utilized in raising
and widening the road wherever
necessary.

Gravel. Side drains to be cut
as per dimensions given in
the estimate and the gravel
thus obtained should be used
in raising the road.

New rough stone revetment. The
revetment to be built with
new rough stone dry and
the stones should be of best
description that can be available

hima

decayed stones should be totally rejected.

Removing prickly pears. The prickly-pears grown in the centre and sides of the road should be removed with roots.

Clearing bushes. The bushes grown on the sides and centre should be totally cleared.

(Sd/ J. Casaoakao
L. Fr. Supersor.

(True copy)

Local Fund Bureau.



Estimated No. of 1892-93

Main Head — Original

Sub Head — Communication

Frame of work. Constructing a Road from

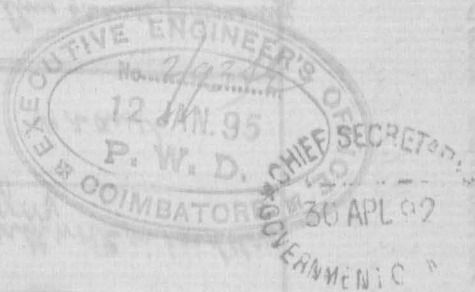
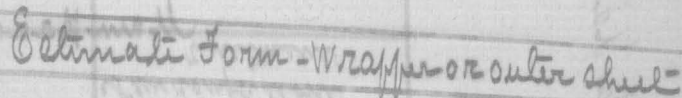
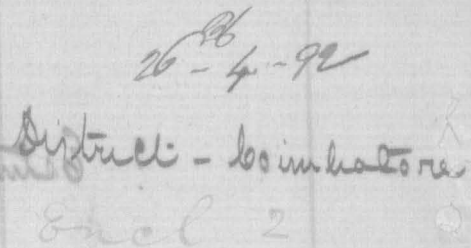
Mannupetty to Shimmar River in the

Adamulpet Taluk

Amount of Estimate Rupees 3300 —

To be carried out by L. F. I. M. Department

St
Hima



Estimate for constructing a Road from
Mannipetty to Chinnar River in the
Udamalpetta Taluk—

Amount of Estimate Paper 3,300-00

Detailed Estimate of 1892-93

Breadth 15 feet

Amount of the probable cost for constructing a Road from Mannampetty to Schunmar River in the Adamanjette Taluk -

Comhatore District-

Mile	ft walking	Drumlin	Measurement in feet	South with in headlay	4 ft gravel	cutting gravel + removing	if new rough & stone	cutting mostly / years	clearing lumber
1st section from Mansfield to the commencement of the Forest Reserve 4 miles and 3 furlongs cutting side drains and forming road (the existing bed of this mile is sandy & requires therefore the line to be directed into the field on the side of it) — putting side drains & forming road gravel Here the Shipai made in the east cutting side drains & forming road gravel									
1	155	8	660	15	1	79200			
2	7	1	660	15	1	"			
	2	1	660	15	1	"			
	3	1	660	15	1	"			
				learned over		79200		29700	

To right forward									
(Here junction of another road from Manupall)									
cutting side drains and forming road gravel	2	4	1	660	15	1	9900	79200	29700
(The road dam is required here)									
cutting side drain & forming road gravel	5	1		660	15	1	9900		
leaving prickly pear	6	1		660	15	1	9900		
(To savamparai here)									
cutting side drain & forming road hard clay	7	1		660	15	1	9900		
carving road in hard clay	8	1		660	15	1	9900		
	3	1		660	12	1 1/2	11880		
		2		660	12	1 1/2	11880		
cutting side drain & forming road hard clay	3	1		660	15	1	9900		
(Boundary between Villages)									
at large Karadu called Sundeyar Karadu									
cutting side drain & forming road	4	1		660	15	1	9900		
(Kanyah lands in the west)									
carving road (sheet of rock here)	5			660	12	1 1/2	11880		

0-20

siding road (the road passes through pottah lands)									
carving road (Calamandai in the East)	6	1		660	12	1 1/2	11880		
cutting side drain & forming road	7	1		660	15	1	9900		
	8	1		660	15	1	9900		
	1	1		660	15	1	9900		
	2	1		660	15	1	9900		
	3	1		660	15	1	9900		
	4	1		660	15	1	9900		
cutting side drain & forming road	5	1		660	15	1	9900		
	6	1		660	15	1	9900		
	7	1		660	15	1	9900		
	8	1		660	12	1 1/2	11880		
and forming road to the distance									
to the fill on the side of it	5	1		660	15	1	9900		
wing road									
	2	1		660	12	1 1/2	11880		
(A stream here) gravel	3			660	12	1 1/2	11880		
(The Forest Reserve 362 commences)									
Total							28980	71280	11880

Liama

Section From the Forest Reserve to the foot of the giant 5 miles

[illegible]

(Here I deliver a large stream to Cross)

very rich brown forming road hard clay	344	5	660	75	1	49500	"	"	"
do. same	658	1	680	15	7	380	9900	"	"
do. same	5							"	"

ing side drain forming road & red clay-

[illegible]

ring locks &

[illegible]

Arene from here

Section from the foot of the glau to the chimney	Run	Width	4 ft	4 ft
10	455	5	12	2
11	7	1	12	3
12	2	2	12	3
13	30	4	12	12
14	48	3	6	6
15	330	3	3	3
16	3	4	12	3
17	4	2	9	3
18	5	2	3	2
19			9	3



District - Coimbatore

Estimate Form - Detail Measurement

Abstract Estimate for Constructing a Road from Manupatti to Shimmar River in the Madamappa Taluk Coimbatore District

Quantity	Description	Rate	Amount	Total
<u>1st Section - From Manupatti to the Commencement of the Forest Reserve</u>				
289080	cf of Earth work in hard clay	3 8. 1000cf	1012	..
71280	cf of Gravel dug and spread	" 8. 100cf	356	..
11880	sq ft of Cutting prickly pears	" 3. 100sq ft	22	..
	sundries		20	..
	superintendence		30	..
	compensation for the lands to be taken up		400	.. 1840 ..
<u>2nd Section - From the Forest Reserve to the foot of the Ghant 5 miles</u>				
366300	cf of Earth work in hard clay	" 8. 1000cf	1648	..
29700	cf of Gravel dug and spread	" 8. 100cf	149	..
5	M. of Miles of clearing bushes	20. Per mile	100	..
	sundries		23	..
	superintendence		30	.. 1950 ..
<u>3rd Section - From the foot of the Ghant to the Shimmar River</u>				
<u>2 1/2 miles and 4 furlongs</u>				
289080	cf of cutting gravel & removing boulders	9 4. 100cf	2674	..

Drawn 3
5912/50
829/96

3/1/96
34

lima

Brought Forward		3074	8790	--
2 1/2 % of Miles of clearing bushes @	20 " " Per mile	50		
Sundries		40		
superintendence		48	3210	--
Grand Total amount of Estimate Paper			7,000	--

(signed) J. Casara Row
 Local Engineer

Brought Forward
 2 1/2 % of Miles of clearing bushes @
 Sundries
 superintendence

To receive from the
 local government
 from the clearing of bushes



District Commissioner

Estimate Form - Abstract

To accompany the Detailed Estimate
No. of 1892-93 for Constructing a Road
from Mannpatty to Chinnar River
in the Udumalpet Taluk

On 11.2

322/94
399/96

14/12/92

3/5/96

Specification to accompany
an estimate for constructing
a road from Mannpatty
to the Chinnar river in
the Udumalpet Taluk.

The earth and gravel for
raising and forming the road
from the beginning to the foot
of the ghaut should be got
by cutting side and catch
drains. No pits should be
dug.

New stone revetment. The revetment
to be built with new rough
stone dry, and the stones
should be of best description
that can be available in
the vicinity round and
decayed stones should be
rejected.

Removing prickly pears. The prickly
pears grown in the centre and
sides of the road should

hima

Clearing bushes. The bushes
grown on the sides and centre
should be totally cleared.

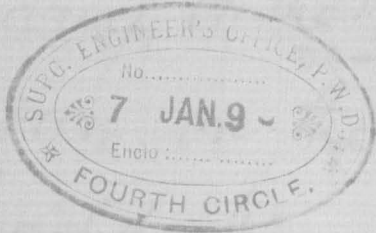
Local Fundraising

When a stone is set in place
the built with new stones
stone had and the stones
should be left in the
that can be removed in
the vicinity of the
tear up stones should be
reflected.
Removal of stones from the
person from the stones

the camp (bushes) and bushes
grown on the sides and centre
should be totally cleared.

The stone and gravel
should be left in the
the stones should be
the stones should be
the stones should be

When a stone is set in place
the built with new stones
stone had and the stones
should be left in the
that can be removed in
the vicinity of the
tear up stones should be
reflected.
Removal of stones from the
person from the stones



~~Schmidt~~ Estimate of 1892-93

Main Head — Original

Sub Head — Communication

Sub Head — Communication

Work of work - Constructing a Road from Mannpatty to Chinnar River in the Udumalpetta Taluk -

Amount of Estimate Rs 7000 - 00 - 00

To be carried out by - L. & P. W. Department

Pass 1
8912/84
899/26

1432/92

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26-4-96

District - Coimbatore

Estimate Form - Wrapper or outer sheet



Estimate for Constructing a Road from Mannpatty to Chinnar River in the Adampalpetta Taluk

Amount of Estimate Rs 7000

Detailed Estimate No. of 1891-92

Two Estimates regarding Salliar - Chinnar Road

Returned to the Chief Engineer P.W.D. with reference to Memo No. 3 dated 23 January 1896.

1 the
L
at
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Government of Madras,

1896

P. W. DEPARTMENT.

DISPOSAL.

P. W. CURRENT No. 897

No.

dated

Enclosed
Recd: 29.1.96

1896
CURRENT No. 345 L

From

The Supt. Engineer

No. 582 of 1st February
1896

Forwarded to

the Local and Municipal
Department with reference
to L.O. No. 290 W dated
24th January 1896.

J. H. W. Campbell Col. Retd.
Joint Secy: to Govt
P.W.D.

C.H.B.

30/96

Jan 29/96

No.

Dated

Received

SUBJECT.

Tulliar - Chinmar road:

Returning two estimates
for the
regarding

North Travancore
Land, Planting
and
Agricultural Society.
Limited.

9 & 10, Second Line Beach
Madras

29th February 1896.

To, The Collector of Coimbatore
Coimbatore.

Sir,

Tulliar Chinmar Road.

With reference to my letter of 30th July 1891,
I have the honour to inform you that in conse-
quence of the estimates for the cost of this
road within the Society's boundaries being
very much higher than was anticipated,
and owing to the want of adequate support
from the Travancore Government and the
other planters in the District, my Directors
have decided that they would not be justified
in going on with the construction of a cart
road from Tulliar to Chinmar as originally
proposed. They have however entered into
contracts for the immediate construction
of a bridle road from Tulliar to Chinmar,
and in modification of our previous
proposals I am now merely to request that
you will sanction, in the meantime, such
an expenditure as will efficiently connect
Chinmar

Chimmar with Udampatt in the same way.

2 According to Mr. W. R. de Winton's report this will involve the construction of a bridge road from Chimmar up an ascent of about $\frac{1}{2}$ mile to a saddle 100 feet above the river, and down a ghaat for about 1 mile on the other side. From the foot of the ghaat to Manampatti the present Cart track is probably quite suitable for pack traffic, but a road of a rough description will have to be constructed from Manampatti direct to Pallapalliam a distance of about 3 miles.

3. As our proposals are now very much modified and will necessitate the expenditure of only a comparatively trifling sum, I am in conclusion to express the hope that you may see your way to at once issue orders for the work to be undertaken and completed as promptly as possible.

I have the honor to be &c

(Sd) A. Ronaldson
Secretary.

(True Copy)

W. M. D. J. G.
for President

In a letter from the President
District Board Coimbatore
to the Chief Secretary to Govt
Local & Municipal Dept
Madras, dated 16-3-96 Ref.
on Current No. $\frac{268}{503}$ of 1896.

Encl: 1.

Copy of a letter from the
Secretary, North Travancore
Land, Planting and Agricultural
Society abandoning the
idea of constructing a cart
road from Chinnar to Talliar.

Ref. on Curr. No. $\frac{268}{503}$ of 1896.

Coimbatore,
District Board's Office,
16th March 1896.

FROM, Herbert Bradley Esquire,
PRESIDENT, DISTRICT BOARD,
Coimbatore.

TO,
THE CHIEF SECRETARY TO GOVERNMENT,
LOCAL AND MUNICIPAL DEPARTMENT,
Madras.

SIR,

With reference to G.O. L. No. 2638 dated
December 17th 1894, I have the honour to enclose
a copy of a letter received by me from the
Secretary to the North Travancore Land,
Planting, and Agricultural Society in which
he states that the Planters have abandoned
the idea of making a cart road from Chinnar
to Talliar, and requests that a bridle
path may be made from Chinnar to the
part of the grant and from Manampatti
to Pallapalayam to join a bridle path
which they are opening from Chinnar
to Talliar with the roads of this district

2. For the reasons given in Mr. Scurrock's letter dated April 28th 1892 ref: on No. 759 disposed of in L.O.L. No. 1360 dated June 8th 1892, I do not think that the Local Funds of this district should contribute to the cost of a bridle path which will be of no value to anyone but the Planters. —

3. I have not seen Mr. de Winton's report referred to in the enclosure and I do not know whether he has submitted any estimate of the probable cost of a bridle path. I am therefore unable to offer an opinion upon the question of opening a bridle path at the cost of Provincial Funds. —

I have the honour to be

Sir,

Yours obediently,
J. M. de Winton

for President

1892

When given for copying _____
When copied _____
When examined _____
When signed _____

189 .

READ AGAIN G.O., No.
189 ,

DATED

CURRENT No.

ENCLOSURES TO G. No.

ORDER OF GOVERNMENT

A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

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IN ORIGINAL.

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Q = Copy heading only.

DEPARTMENT.

Paper taken out of the Records from the charge of the Referencer.

Miscellaneous No. 1921, dated 11-4-18 193

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 When signed _____

} 189.

READ AGAIN G.O., No.
189

DATED

CURRENT No.

ENCLOSURES TO C. No.

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

STATEMENT WITH DITTO.

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