2. Date of repair. 4.5.37

3. Initials of Reference

M.R.O. 1—39,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cons. 29.10.57

G.O. No. 2018 Press Mis.

8389

Dated 27-10-1957

Not to be folded or roughly handled

No. 83. Read the following Extract from the Proceedings of the Chief Engineer, dated 27th August 1857, No. 3186.

Read again Diary of Captain FRANCIS, District Engineer of Coimbatore, for the month of July 1857.

Extracts from the Official Diary of Captain P. M. FRANCIS, District Engineer of Coimbatore, during the month of July 1857.

I have been favored by Major Lawford with the copy of an Extract of Lieutenant Johnston's (of Astogram) diary for September 1856, written with the object of depreciating the work on the Coimbatore side and extolling that on the Mysore side. I admit that a great deal remains to be done on the Coimbatore side of the boundary, but still the observations which I have just now made show me that traffic would find far less difficulties to be contended with between Sattimungalum and the frontier than between the same spot and Atcoolypooram the distance in the first case being 24 miles and in the latter 11¾. I observe the excellent intentions of the Mysore Authorities and the only thing to be regretted is the delay in their executive arrangements; for instance from the boundary to Punjoor 3½ miles the road though in many places marked is scarcely made, a track at the side is used as it was when I visited the road a year ago. 3 Bridges are finished on it, 1 stream is unbridged, 1 bridge has abutments partially built and since ruined, 5 rough stone drains are built but several of these have since been allowed to fall into a dangerous condition, 1 bridge has abutments begun few of these bridges can be passed over, the last Nullah is a most dangerous place for carts, In the 5th mile there is one arch of a bridge of three standing and the abutments of another bridge built, the road is mostly on a tract by the side, in the 6th mile 2 bridges are built and the road is good in the 7th mile the road is good and a bridge is built in the 8th mile a bridge is built but the approaches not filled in, in the 9th mile a bridge is finished but the rough stone wing continuation has fallen down and the approach is dangerous, another bridge is built but the approaches not filled in another bridge is finished but from neglect of the drainage the road is nearly cut through behind the wings and dangerous, in the 10th mile 2 bridges are finished in the 11th mile the road is good and 2 bridges finished, in the 12th mile 2 bridges are finished and the road is good: no persons are at work on the road or bridges.

From Atcoolypooram I marched over Captain Ludlows line of Survey road to Yellondoor and Collegal originally marked, I believe by Lieutenant Chauncy I sent a copy of the survey to the Chief Engineer of Mysore, and have learnt in reply that they have no sanction to commence their portion of the road this year, it is therefore still uncertain how long our important Cusbah station of Collegal will be without any direct communication with Coimbatore passable for carts; it was with some considerable difficulty I was guided over the trace the original sanctioned project was for the Madras Government to give 8,500 Rupees and the Mysore Government 5,000 Rupees to open the road for carts, under the new executive arrangements it was intimated to me that the Mysore Engineer Department would execute their own part of the road, it therefore only remains for me to make the road from the boundary to Collegal a distance of about 4 miles but I find that the greater part of the road has been at some former time very well made by the Collector and nicely planted but the drains want more water way and there are 4 bridges required, the whole of which we shall be able to effect from the sanctioned amount.

(A true Extract)

(Signed) C. E. FABER, Colonel,
Chief Engineer.

Resolved, with reference to Extract Minutes Consultation, No. 1318, dated 14th July 1857, to forward to Government Extracts from the above Diary, relating to the state of the road leading to the Hassanoor Ghaut, within the Mysore Territory, with the Chief Engineer's recommendation that the same should be forwarded for the information of the Commissioner of Mysore, with a view to the adoption of measures for placing the communication in an efficient state.

of the road between Collegal and

2. Resolved also to suggest that the Commissioner be requested to order the completion of that part of the road between Collegal and Coimbatore which lies in the Mysore Territory.

(Signed) C. E. FABER, Colonel,
Chief Engineer.

No. 84. ORDER THEREON, No. 2018; dated 27th October 1857.

With this letter, the Chief Engineer forwards an Extract from the Diary of the District Engineer of Coimbatore for the month of July last, relating to the state of the road leading to the Hussanoor Ghaut within the Mysore limits, and recommends that the Commissioner of that Territory may be requested to adopt measures for placing the communication in an efficient state. The Government must refrain from acting upon this recommendation, when, as Captain Francis himself acknowledges, much remains to be done on the Coimbatore side of the boundary. They would therefore wish to be informed of the present condition of the portion of the road referred to, which lies within the Coimbatore District, the amount expended upon it, the sanction under which it was incurred, and the further outlay that may be considered necessary for completing it. A sketch should also be submitted, shewing the direction of the entire road, with the names of the chief places through which it passes.

2. In respect to the road from Collegal to Coimbatore, referred to in another part of Captain Francis' Diary, the Government observe that an estimate amounting to Rupees 13,500 was submitted by the Chief Engineer in December* 1855, for constructing a road from Collegal to the Hussanoor Ghaut, whence a road to Coimbatore was already opened. Of the above sum of Rupees 13,500, Rupees 5,000 were to be disbursed by the Mysore Government, leaving Rupees 8,500, which was sanctioned by this Government on the 25th January† 1856, and has been entered in the Budget of 1857-58, as the outlay intended for that year. Very little expenditure however, if any at all, could have been incurred upon the road, consequent on the recent restrictive orders; and in this unsatisfactory state of things, the Government decline for the present to address the Commissioner of Mysore on the subject of the portion of the communication within that Territory, as suggested by the Chief Engineer in para. 2 of his Proceedings above recorded.

* Report FF. without date.

† Extract Minutes Consultation No. 116, para. 1.

3. Colonel Faber will be good enough to report whether the two roads noticed in this order are separate communications, or portions of the line from Collegal to the Hussanoor Ghaut in the Coimbatore District, via Yellundoor and Atcoolypoorum in the Mysore Territory.

(Signed) H. FORBES,
Acting Secretary to Government.

No. 3156

Extract from the Proceedings of the Chief Engineer in the Department of Public Works.

Under date the 27th August 1857.

Read again Diary of Captain Francis, District Engineer of Coimbatore, for the Month of July 1857.

Resolved, with Reference to P. Mus: Cons: No. 3148, dated 11th July 1857, to forward to Government Extracts from the above Diary, relating to the state of the Road leading to the Hussanoor Ghaut, within the Mysore Territory, with the Chief Engineer's Recommendation that the same should be forwarded for the information of the Commissioner of Mysore, with a view to the adoption of measures for placing the Communication in an efficient state.

No. 1.

2 Resolved also to suggest that the Commissioner be requested to order the Completion of that part of the Road between Collegal and

and Coimbatore within the limits of the Mysore Territory.-

I have the honor
to be
Sir
Your most obedient
humble Servt
Chief Secy.

To
The Secretary to Government
P.F.O.

Extracts from the Official Diary of
Captain P. M. Francis District
Engineer of Coimbatore during the
Month of July 1857.

Coimbatore District
General Observations

Plan or Sketch

I have been favored by
Major Lawford with the Copy of an
Extract of Lt Johnstone's Astrogram
diary for September 1856, written with
the object of depreciating the works
the Coimbatore side and extolling
that on the Mysore side. I admit
that a great deal remains to be
done on the Coimbatore side of the
boundary, but still the observations
which I have just now made show
me that traffic would find far
less difficulties to be contended
with between Sattimungalum and the
frontier than between the same spot
and Absorb Sprowan the distance
in the first case being 24 miles

and

and in the latter 11½. I observed the excellent intentions of the Mysore Authorities and the only thing to be regretted is the delay in their Executive arrangements; for instance from the boundary to Pungoor 3½ miles the road the in many places marked is scarcely made, a track at the side is used as it was when I visited the Road a year ago. 3 Bridges are finished on it. 1 Stream is unbridged 1 bridge has abutments partially built and Since Ruined. 8 Rough stone drains are built but several of these have Since been allowed to fall into a dangerous Condition. 1 bridge has abutments begun few of these bridges can be passed over the best Nullah is a most dangerous place for Carts. In the 5th mile there is one arch of a bridge of three standing and the abutments of another bridge built. the Road is mostly on a track by the side, in the 6th mile 2 bridges are built and the Road is good in the 7th Mile the Road is good and a bridge is built in the 8th mile a bridge is built but the approaches not filled in

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Road from Collegal to Coimbatore

From Attoor to Pungum I marched over Captain Ludlow's line of Survey Road to Pillandoor & Collegal originally marked, I believe by Lt Chauncy. I sent a Copy of the Survey to the Chief Engineer of Mysore and have learnt in reply that they have no Sanction to Commence their portion of the Road this year. it is therefore still uncertain how long our important Cusbah Station of Collegal will be without any direct Communication with Coimbatore passable for Carts; it was with some considerable difficulty I was guided over the

The

a the trace the original sanctioned project
in was for the Madras Government to give
1,8,500 Rupees and the Mysore Govern-
a ment 5,000 Rupees to open the road
in for Carts; under the new executive
Arrangements it was intimated from
a that the Mysore Engineer Department
1 would execute their own part of the
a Road, it therefore only remains for
a me to make the road from the boundary
1 to Collegal a distance of about 6 miles
& but I find that the greater part of
b the road has been at some former
a time very well made by the Collector
1 and nicely planted but the drains
p want more water way and there
are 4 bridges required, the whole
of which we shall be able to effect
or from the sanctioned amount.
a

by Dr Engrs Office
by Coimbatore 23rd July 1857

I Sd/ P. M. Francis
Dr Engr

True Extract

W. Elliot Capt
Chief Engr

P.W.D.

No 2018.

Extract from the Minutes of Consultation
Under date the 27th Octr 1857.

Read the following
Extract from the Proceedings
of the Chief Engineer
in Coorg under 27 Augt 57 ck 365

With this letter the
Chief Engineer forwards
an Extract from the Diary
of the District Engineer
of Coimbatore for the month
of July last, relating
to the state of the road
leading to the Passaman
Ghaut within the Mysore
limits, and recommends
that the Commissioner
of that Territory may
be requested to adopt
measures for placing
the communication in
an efficient state

The

Secretary to the Govt of India
with the Chief Engineer's
compliments

Public Dept
Secretariat
Octr 27th 1857

To
Colonel Sir Arthur Cotton R.E.
&c &c &c
Chief Engineer
P.W.D.
Fort St George

Sir

I have the honor to transmit herewith for your information and such orders as you may think proper to issue, an Extract from the Diary of the Superintending Engineer of the Coimbatore Division for the month of July last, relating to the state of the road leading to the Passaman Ghaut within the Mysore limits, and recommending that the Commissioner of that Territory may be requested to adopt measures for placing the communication in an efficient state.

I have &c
(Signed) A. Cotton
Chief Engineer

In consequence on the
recent restrictive orders
and in this unsatisfactory
state of things, the Jr Collr
declines for the present
to address the Commissioner
of Mysore on the subject
of the portion of the
Communication within
that Territory, as suggested
by the Chief Engineer in
para 2 of his Proceed-
ings above recorded.—

Col Taber will be good
enough to report whether the
two roads noticed in this order
are separate communications,
or portions of the line from
Collegal to the Bilgamoor-
Ghaut in the Coimbatore Di-
strict, via Yellundoor and
Attoolypoorum in the
Mysore Territories.—

J D G

9 Copies to the Chief Engr
Cliff 28

Public Works 1857 Dept.
Dt. to Coun 29th Octr.

No 2018.

Extract Mins of Coun.
Dt 27th Octr/57.

From the Chief Engr 24/3.
Decr 3/57 C.N. 2416 in C.
& Jany/58.

Declining, for reasons stated, to address the Commissioner of Mysore on the subject of the portion of the road leading to the Bursanoor Ghaut between Collegal and Coimbatore.

No 8,3884.

C2 Vol A23.