26
8-3-38
1. Initials of Reference

M.R.O. 1—32,400—22-11-30.

# MADRAS RECORD OFFICE.

## Government of Madras.

Public Works DEPARTMENT.

Ans 18/10/58

G.O. No. 2185 Press Mis.

8486 Dated 18-10- 1858

**Not to be folded or roughly handled**

PUBLIC WORKS DEPARTMENT.
*Public.*

No. 2185.

*Extract from the Minutes of Consultation under date the 18th October 1858.*

Read the following letter from the Officiating Chief Engineer.

Submits for orders a report by Mr. Fraser on the state of the works to the proposed road from Maumbut on the Beypoor river by the Carcoor Pass to Chuckanullah on the Mysore Frontier, with a branch from Goodalore to Ootacamund, and recommends certain arrangements connected with the work. Solicits sanction for Rupees 15,000 for completing the trace and making the surveys, and for Rupees 7500 for the repair of the existing communications between the Mysore Country and the Beypoor river. } (Here enter 2nd September 1858, No. 3367.)

Resolved that the following letter, on the subject of the foregoing application, be forwarded to the Government of India, and that a copy of it be furnished to the Officiating Chief Engineer for his information.

To the Officiating Secretary to the Government of India.

(Here enter 18th October 1858, No. 2186.)

(A true Extract.)

(Signed) T. PYCROFT,
*Chief Secretary.*

To the Officiating Chief Engineer with letter.

Central Office of Pr.
Fort St. George
2d September 1858.

No. 3367

From

The Offg. Chief Engineer

To

The Secretary to Government Pr.

Public
of 29 July 1858

Sir,

I have the honor to forward a report, with Map by Mr. Fraser, on the state of the works to the proposed road, from Moumbah on the Beypoor River, by the Carcoor Pass, to Chuckanullah on the Mysore frontier, with a branch from Goodaloor to Cotacamund.

Encl. 4.
1. Original letter from [illegible] with
1 Enclosure
1. Original [illegible] 1858.
1. Plan.

2. This report shows clearly what had been done up to the close of the last working season, and what remains to be done; and a Statement is appended showing the expenditure; and that there remains nothing from the sanction of 5,000 Rupees from the one Lac fund, granted in Ex. Mins: Cons: No. 294 dated 19th February 1858, but the working season will

will recommence at the end of November, and in some parts of the line earlier, the decision of Government is therefore requested on the course to be pursued, so that action may be taken as soon as possible, for many arrangements have to be made before beginning work again.

3. The late frequent changes of Officers attached to the Neilgherry Range and the exclusive character of this work show that no adequate progress can be made in carrying out the views of Government, unless a special superintendent be appointed to the work, and such appointment would do away with all the difficulties alluded to by Mr Fraser, as it would not matter whether the work were in Coimbatore or Malabar. The Officer might correspond direct with the Central Office, but in the first instance he should gain an oversight into the work to be done, under Mr Fraser's guidance, and he might be allowed at any time to go to that Gentleman for advice, as Mr Fraser took up the work

work from Captain Francis and thoroughly understands the project.

4. I would recommend then, that the project be taken up in such a manner as that, if possible, the whole trace may be determined, and cut throughout, during the next working season. The Government will observe that a somewhat modified project is now laid before them, in which the main line of road, is considered to be that from the Mysore frontier, through the Wynaud, and by the Carcoor Ghaut, to the navigation on the Beypoor River; and the communication with Cotacamund, is termed the Neilgherry Branch, and this view of the subject which is taken by Mr Robinson, then Collector of Malabar, in his letter No 111 dated 15th January 1858, and by Captain Francis in his letter No 19 dated 29th July 1858, I believe to be a correct one, for no doubt this is one of the great lines of communication which are absolutely required for the improvement of the rising European

European Settlement of Wynaud.—

5. The Neilgherry Branch in the present project is also so far altered that it will commence at Goodaloor, leaving the main line near that village, or in fact at the water shed of the Country, and as Captain Francis has explained in his letter No 19 above quoted, that the former branch to Neddewattum, the Terminus of Mr Fraser's 1st Division, would have had in great measure to be retraced, there is no loss of time in the change, which was agreed upon in communication on the spot, between Captain Francis and Mr Fraser, and to which I beg to give in my support.

6. Mr Fraser in a letter No 98 dated 14th August 1858, roughly calculates the cost of main line and branch at about 4½ lacs of Rupees, and including bridging and metalling they could certainly not be done for much less than that sum, but until the trace is finished and approved, no such



to 11th
5th 3

such complete report, Surveys and estimates can be sent in, as would enable Government to forward the project for the Sanction of the Home Authorities.— Mr Fraser has also shewn that 78 Miles of road have to be traced, some of it is in a easy Country, but at least 50 miles require great care and skill, so that with every exertion it will take the whole season; and to do it I beg to propose the following monthly arrangement for a special executive and Staff— for Seven months.—viz,

| | |
|---|---|
| One Superintendent or Special Executive (and travelling allowance additional) | Rs 300 |
| 4 Surveyors at 35 Rs each | " 140 |
| 2 Clinometer men at 15 " | " 30 |
| 2 Practical overseers at 50 Rs to cut the trace 8 feet wide | " 100 |
| 2 Check Clerks at 15 Rs | " 30 |
| 1 Pay Clerk & Accountant | " 50 |
| | 650 |
| For Seven months | 4550 |

Ten thousand Rupees for the expense of cutting the Trace, which should be done whenever practicable to a width of 8 feet, would also be needed, or altogether say 15,000.—

Meanwhile

grant

7. Meanwhile the state of the old roads on the main line, should be considered for the purposes of bullock traffic, and I beg to recommend that a separate sanction, be granted from the general funds of the district of Rupees 7500 for its repair, to cover also the cost of subordinate superintendence, and to be under the special officer, an equal sum is entered in budget Statement No 2 item 472, which would not then be required, as if that were released from the restrictive orders it would only be spent on the small portion of the main line between Teppacadoo and Goodaloor for which it was provided.

8. In this report I have not hitherto brought forward the expected contribution of 5000 Rupees from Mr Cuchterlony which Government in Ex. M. Cons No 742 dated 20 April authorized the District Engineer to receive, if he could give corresponding advantages to that gentleman, such as improving the line from the head of Carcoor downwards, so as to make it an efficient road for



for traffic; but owing to the lateness in the season at which the works were recommenced under the sanction of the 19 February 1858 (Ex Minr Cons No 394) nothing was done in this way. An attempt was indeed made to alter the head of the Carcoor Ghaut which is one of the exceeding difficulties of the present road, but it could not be accomplished and though more was done to the old road and the bridges on it, than the maintenance allowance could cover, in anticipation of Mr Cuchterlony's help, yet I do not feel justified in recommending Government to receive his contribution at present, especially as it is understood, that the only coffee which he was able to get down to the coast, was lost in consequence of the pattimar in which it was shipped, being driven ashore by the unusually early commencement of the monsoon.

9. In conclusion I have the honor to solicit the sanction of (15000) Fifteen thousand Rupees for completing the trace and preparing the surveys &c during the

grant

the working season now at hand, with permission to make the Executive arrange=ments proposed within that amount and sanction for 7,500 from the General funds of the Malabar District, for the repair as a bullock road of the existing communication between the Mysore Country and the Beypoor River.

Fort St. George
2 Sept 1858

I have the honor to be,
Sir,
Your most obt Servt
[illegible] Major
Offg Chief Engineer

To
The Secretary to
Government Pt Wd

for widening the [illegible] The

Memorandum on letter from the Officiating Chief Engineer dated 2d September 1858 No. 3367.

On the 20th April 1858 the Government had under consideration an offer from Mr Ouchterlony to contribute a sum of Rupees 5000 towards the construction of a road from the head of the Caroor pass to the Beypoor river, on the line from Cotacamund to the Western Coast. They observed that a sum of nearly 3000 Rupees had been expended in tracing that line, and that a further sum of 5,000 Rupees had been granted out of the one lac fund for widening the trace. The

grant

Cons. 23d Feby 58 No. 31 to 33.
— 20th April — 144 & 145.
Copy in a letter to England dated 31st October No. 100 of 1862.

P. Works 1858 Sept. 24th
Copy to Cons. 19th Dec. 1858
Sum
The Offg. Chief Engr.
Sir
The Secy to Govt. 1858

4 Bet. 3 Encs.
Conc. 26 Nov.

Date 2d Nov 4th 5 Sept 1858
No. 3367
No. 1 & 2 1858 13th October 1858
Submits for orders a report by Mr Strasser on the State of the works to the proposed road from Mumbah on the Beypoor river by the Caroor Pass to Chuckumkulah on the Beypoor river in the a trace from Gorakoo to Cotacamund & recommends Cortina or Ranganoo to connect the Nilgiri work. Solicits Sanction for Rupees 15000 for completing the trace & making the Saroor & for Rupees 1500 for the repair of the

No. 84.
Copy with Enclos. of Mr's Plan to the Entry Order 18 Oct.

The existing Communication between the Beypoor Country & the Beypoor Nilgiri

023d Sep. 24th October 1862

grant, they added, was solely intended for the recovery and preservation of the trace that had already been made; but as Mr. Ouchterlony was desirous that his contribution should be laid out in the construction of an efficient road for traffic, they requested the District Engineer to state whether, with the 5,000 Rupees offered by Mr. Ouchterlony, he could so improve the line as to make it of any value to that Gentleman; and if so, to receive and expend the sum offered, without further reference to them.

In a subsequent Minute of Consultation, upon a letter from the Officer in charge of the Central Office, submitting Captain Francis' report of his proceedings after giving over charge

*9 July/58 No 1326



charge of the Coimbatore District to Mr. Fraser, the Government considered it very desirable that some information should be laid before them as to the actual progress of the work on the Cancoor line, the expenditure incurred thereon, and the funds available for future operations. They stated that, as surmised by Major Lawford, it was the intention of Government that work should be resumed on that line, on the termination of the monsoon; and they approved of his proposal to call on the Acting District Engineer for a report on his future plan of operations, in which they hoped information would be furnished

on

on the points above mentioned. This report Major Lawford submits with his letter now before Government.

Mr. Fraser report describes what had been done to the road up to the close of the last working season, and what remains to be done; and the statement appended shows that Rupees 245 have been expended in excess of the total outlay of Rupees 7900 sanctioned on three different occasions. But this excess, it is stated, will be more than covered by the value of the plant and implements in hand.

The project however, as now submitted to Government, has been somewhat modified



modified. It appears that in conformity with the views expressed by Mr. Robinson, the late Acting Collector of Malabar, and by Captain Francis, the late District Engineer, the main line has been carried from the Mysore frontier, through the Wynaad, and by the Carcoor Ghaut, to the navigation on the Bajpoor river, with a branch from Goodaloor to Cotacamund. This modification the Officiating Chief Engineer consider advisable, and recommends its adoption.

In his letter dated 14th August 1858, Mr. Fraser roughly calculates the cost of forming the main line and branch, including metalling and

and bridging, at about 1½ locos; and Major Lawford, though of opinion that they could not be thoroughly executed for much less than that sum, considers that no safe conclusion can be arrived at regarding the probable cost until the trace is finished and approved, and surveys and estimates are prepared.

Mr. Fraser gives the following summary of the preliminary works yet to be executed on the line. Trace each one yard wide, to be specified or described.

| | M. | M. |
|---|---|---|
| On the main line | 17. | |
| On the Meilgheny branch | 3. | 20 |
| Country already examined and the general line decided on, but the proper line still to be traced. | | |
| On the main line | 5 | |
| On the Meilgheny branch | 23 | 28 |
| Country to be examined, trial lines to be surveyed, and line to be marked off | 50 | 50 |
| Portion on which no preliminary work is required on the Meilgheny road & branch | 2 | 2 |
| | | 100 |

1927

It thus appears that 78 miles of road have yet to be traced. Of these, the Officiating Chief Engineer states, 30 miles at least require great care and skill, and will occupy the whole working season. He therefore proposes the following establishment for a special Executive and staff, for seven months.

| | Per |
|---|---|
| Superintendent or Special Executive --- (with travelling allowance) | 300 |
| Surveyors, at 33 Rupees each | 140 |
| Chainmen, at 15 Rs | 30 |
| Practical Overseers, at 30 Rs each to cut the trees 8 feet wide | 100 |
| Rod Clerks at 15 Rs | 30 |
| Key Clerk & Accountant | 50 |
| Per Mensem | 650 |
| For seven Months | 4550 |

In addition to the above sum, 10,000 are required for

for the expense of cutting the trace 8 feet wide, wherever practicable; or Rupees 15,000 in round numbers for establishment and trace. It is also suggested that the old roads on the main line should be put in a sufficient state of repair for bullock traffic; and it is recommended that a separate sum of Rs 7500, should be granted from the general funds of the District for that purpose, and to cover the cost of subordinate superintendence; these roads being also placed under the special Executive above referred to. The adoption of this arrangement will, it is stated, render unnecessary an equal sum entered in the Budget* of the current year, which provides

* Statement No 2 Item 472



provides for the repair of only a small portion of the main line between Goodaloor and Sippacadoo.

With regard to Mr Cuchlertony's contribution, the Officiating Chief Engineer recommends that it should not at present be received, for the reasons which he assigns in para 8.

It remains to consider from what source the funds applied for are to be granted. They cannot be sanctioned out of the one lac fund, as the highest sum that can be granted from that source is 10,000* Rs. Nor does it appear that the operations can be sanctioned on emergency, that term having been interpreted by the Govt

[illegible]

* Vide Rule 4 CCB page 304

Govt. of* India to mean "a sudden and unavoidable necessity." It is true that if work is not prosecuted, the money already expended will be lost; but the Govt. of India, while admitting and deploring such loss, have ruled* that "it must be borne "with, for the sake of the "temporary advantages arising "thereby to the State." It appears therefore that the amount required should either be entered in the Budget, or a special application be made for it to the Government of India.

*24. April 57 para 9 C.O.B. page 546.

*24 Feby 1858 No 909 in Cons. 20 April.

JW

The line is a very important one and I think a special application may be made but I fear the project is too large to hope that it will be carried out to its completion for many a day. WC

WM



Public Works Dept.

No. 2185

Extract from the Minutes of Consultation

Under date the 18th Octr. 1858

Read the following letter from the Officiating Chief Engineer.

Submits for orders a report by Mr. Fraser on the state of the works to the proposed road from Maum-but on the Beypoor river by the Carcoor Pass to Chuckamullah on the Mysore Frontier, with a branch from Goodalore to Ootacamund and recommends certain arrangements connected with the work. Solicits sanction for Rupees 15,000 for completing the trace and making the surveys, and for Rs. 7500 for the repair of the existing communications between the Mysore Country and the Beypoor river.

Here enter 2d September 1858 No. 3367

WC

WM

Resolved that the

the following letter, on the subject of the fore-going application, be forwarded to the Government of India, and that a copy of it be furnished to the Officiating Chief Engineer for his information.—

To
Major R. Strachey
Officiating Secretary
to the Government
India

Here enter 18 Oct 58 No. 2186.

10 Copies to the Offg Chief Engr. Desbd.
with Letter

Cons 23d Feby/58 No 31 to 33.
— " 20th Apl — " — " 144 & 145.
Copy in a letter to England
dated 31st October No 100 of 1862

Public Works 1858 Dept
D.J. to Cons. 19th October

No 2185.

Extract Mins. of Cons.
D. 18th October/58.

From the Govt of India 3d
Decr/58 C No 3111 in C. 25th Jany/59
No 48-49

From the Chief Engineer 9 May
1861 C No 1052 in pro 10th June No 1073.

From do 29th Augt/61 No
1962

Resolving to apply,
for the sanction of the Supreme
Government for a sum of Rs
15,000 for completing the trace
of a road from Mainbut on
the Beypoor River, by the Coraan
pass to Chuckanilla on the
Mysore Frontier as well as
for another grant of Rs 7500
for the repair of the exist-
ing communication between
that Country and the Bey-
poor river.

With Letter to the Govt
of India No 2186 dated
18th Octr 1858.

No 84 & 85-86.