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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

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PUBLIC WORKS DEPARTMENT.
Public.
FORT SAINT GEORGE.
18*th October* 1858.

No. 2186.

From

T. PYCROFT, Esq.,
Chief Secretary to the Government of Fort St. George.

To

MAJOR R. STRACHEY,
Officiating Secretary to the Government of India, D. P. W.

SIR,

I am directed to submit, for the favorable consideration of the Government of India, the accompanying communication* from the Officiating Chief Engineer, with its enclosures from the Acting District Engineer of Coimbatore, relative to the proposed construction of a road from Maumbut on the Beypoor river, by the Carcoor Pass, to Chuckanullah on the Mysore frontier, with a branch from Goodaloor to Ootacamund.

* 2nd September 1858, No. 3367.

2. The desirableness of forming a road on the Western slopes of the Neilgherries, with the view of affording an easy communication with the Western Coast, has been for some time pressed on the attention of this Government. Recently Colonel Lawford, the Officer in charge of the Central Office, submitted for consideration a letter addressed to the District Engineer of Coimbatore by Mr. J. Ouchterlony, offering to contribute a sum of Rupees 5,000 towards the construction of a road from the head of the Carcoor Pass to the Beypoor river, on the line from Ootacamund to the Western Coast. The Government observed* that a sum of nearly 3,000 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, 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 practical value to that Gentleman ; and if so, to receive and expend the sum offered, without further reference to them.

* Extract Minutes of Consultation 20th April 1858, No. 742.

3. In a subsequent Minute* of Consultation, upon a letter from the Officer in charge of the Central Office, submitting the District Engineer's report of his proceedings after giving over-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 Carcoor line, the expenditure incurred thereon, and the funds available for future operations. They stated that, as surmised by Colonel Lawford, it was the intention of Government that work should be resumed on this line, on the termination of the monsoon; and they approved 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 the points above adverted to. This requisition has resulted in the submission of the present letter from the Officiating Chief Engineer, with its enclosures from the Acting District Engineer of Coimbatore.

* 9th July 1858, No. 1326.

4. The Acting District Engineer's 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 7,900 sanctioned by this Government 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.

5. The project however, as now submitted, has been somewhat 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 Wynaud, and by the Carcoor Ghaut, to the navigation on the Beypoor river, with a branch from Goodaloor to Ootacamund. This change in the main line the Officiating Chief Engineer considers desirable, and the Government concur in his opinion.

6. In his letter dated 14th August 1858, Mr. Fraser roughly calculates the cost of forming the main line and branch, including metalling and bridging, at about 4½ lacs; and Major Lawford, though of opinion that they could not be thoroughly executed for much less then 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.

7. Mr. Fraser gives the following summary of the preliminary works yet to be executed on this line.

Trace cut one yard wide to be rectified as described.

	M.	M.
On the main line...	17	
On the Neilgherry 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 Neilgherry branch	23	
		28
Country to be examined, trial lines to be surveyed, and line to be marked &c.	50	
Portion on which no preliminary work is required.	2	52
Total length of main road and branch.....		100

8. It thus appears that 78 miles of road have yet to be traced. Of these, the Officiating Chief Engineer states, 50 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.

	Rs.
1 Superintendent, or special Executive... ... ... (with travelling allowance)	300
4 Surveyors, at 35 Rupees each	140
2 Clinometer men at 15 Rupees each...	30
2 Practical Overseers, at 50 Rupees each, to cut the Trace 8 feet wide.	100
2 Check Clerks, at 15 Rupees	30
1 Pay Clerk and Accountant	50
Per mensem.....	650
For seven months.....	4,550

9. In addition to the above sum, Rupees 10,000 are requested 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 Rupees 7,500, 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 grant of this amount will, it is stated, render unnecessary an equal sum entered in the Budget† of the current year, which provides for the repair of only a small portion of the line between Goodaloor and Tippacadoo.

† Statement No. 2, Item 472.

9. With regard to the contribution of 5,000 Rupees offered by Mr. Ouchterlony, the Officiating Chief Engineer recommends that it should not at present be received, for the reasons which he assigns in para. 8; and in the propriety of his recommendation, this Government concur.

10. It only now remains to advert to the great advantages offered by this important line of road, both in a commercial and Military point of view. Its formation, as will be seen by the sketched Map, will afford facilities for the transport to the Western Coast, of the produce of the Mysore country, and of the valuable timber, especially the Sissoo, which abounds in the Wynaad Hills. The branch from Ootacamund to Goodaloor will facilitate communication between the Neilgherries and Malabar, and afford ready means of detaching European Troops, on occasions of emergency, from Jackatallah to the disturbed parts of that District. At present the only route open to them is that by the Coonoor Ghaut, Mettapolliem and Paulghaut, the Sispara Ghaut being too steep to permit of carriage being used upon it. The distance by the Carcoor pass to Munjairy, the scene of recent disturbances, is 77 miles; while by Coonoor and Paulghaut, the distance is 122 miles. Such being the advantages of the proposed line, this Government are unwilling that the portion of it which has already been traced, at the expense of much labor, skill and loss of health, should be destroyed by the encroachment of the jungle; and they therefore desire me strongly to recommend that the early sanction of the Government of India, may be granted for the disbursement of a sum of Rupees 15,000, for completing the Trace of the entire line within the ensuing working season, and of Rupees 7,500, for the repair of the old roads, on the main line, on the understanding that if the latter amount be sanctioned, Item 472 in Statement No. 2, of the Budget of the current year, which provides for the repair of the portion of the line between Tippacadoo and Goodaloor, is cancelled.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) T. PYCROFT,

Chief Secretary.

Public Works Dept

No. 2186.

To

Major R. Strachey

Secretary to the Government of

India.

Sir,

I am directed to

submit, for the favorable

consideration of the Govern-

-ment of India, the

accompanying communi-

-cation from the Offg.

Chief Engineer, with its enclosures

from the Acting District Engineer

of Coimbatore, relative

to the proposed construc-

-tion of a road from

Mannarbuk on the Bey-

-poor river, by the

Carcoor Pass, to Chuck-

-anullah on the Mysore

frontier

Offg. Chief Engineer's letter dated 19th Augt.

+ 2nd September 1858, No 3867

frontier, with a branch from Goodalore to Ootacamund.

2 The desireableness of forming a road on the western slopes of the Palgherries, with the view of affording an easy communication with the Western Coast, has been for some time previous on the attention of the Government. Recently Lol Major Sandford, the Officer in charge of the Central Office, submitted for consideration a letter addressed to the District Engineer of Coimbatore by Mr J. Ouchterlony, offering to contribute a sum of Rupees 5,000 towards the construction

of a road from the head of the Carcoor Pass to the Bhoppur river, on the line from Ootacamund to the Western Coast.

The Government 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 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

Y Ex Minute of Con.t 20th April 1858 No 742

contribution should be laid out in the construction of an efficient road for traffic, they requested the District Engineer to state whether, with the Rs 5000 Rupees offered by Mr Ouchterlony, he could so improve the line as to make it of any practical value to Rath Gen'l Remans; and if so, to received and expend the sum offered, without further reference to them.

3. In a subsequent Minute of Consultation, upon a letter from the Officer in charge of the Central Office, submitting the District Engineers report of his proceedings after giving over charge of the Coimbatore District to Mr Graves, the Government considered it very desirable that some information should be laid before them as to the actual progress of the work on the Coiroor line, the expenditure incurred thereon and the funds available for future operations. They stated that, as surmised by Col. Crawford, it was the intention of Government that work should be resumed on this line, on the termination of the monsoon; and that they approved

* 9th July, 68 No 1326

approved this proposal to call on the Acting District Engineer for a report on his future plans of operations, in which they hoped information would be furnished on the points above adverted to. This requisition has resulted in the present submission of the letter from the Officiating Chief Engineer, with its enclosures from the Acting District Engineer of Coimbatore, now before the Government of India.

4. The Acting District Engineer's report describes what had been done to the road

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 1,900 sanctioned by this Government 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.

5. The project however, as now submitted, has been somewhat 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 Beypoor river, with a branch from Goodalore to Calicut. This change in the main line the Officiating Chief Engineer considers desirable, and the Government concur in his opinion.

6. In his letter

dated 14th August 1858, Mr. Fraser roughly calculates the cost of forming the main line and branch, including metalling and bridging, at about 4½ lacs; and Major Sandford, 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 traces are finished and approved, and surveys and estimates are prepared.

6 Mr Fraser gives

gives the following summary of the preliminary works yet to be executed on this line.

Trees each one yard wide to be rectified as described.

	M.	M.
On the main line	17	-
On the Neilgherry 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 Neilgherry branch	23	28

Country to be examined, trial lines to be surveyed, and line to be marked Yard — 50 50

Portion on which no preliminary work is required — 2 2.

Total length of main road & branch — 100.

J. H. Rivs appears

that 78 miles of road have yet to be traced. Of these, the Officiating Chief Engineer states, 50 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.

	Rs
1 Superintendent, or special Executive —	500
(with travelling allowance)	
4 Surveyors, at 35 Rupees each —	140
2 Chronometer men at 15 Rs each —	30
2 Practical Overseers, at 50 Rs each, to cut the trace 8 feet wide	100
2 Check Clerks, at 15 Rupees —	30
1 Dy. Clerk and Accountant —	50
Per mensem	650
For seven Months	4550

Sup

8. In addition to the above sum, Rupees 10,000 are requested for the expence of cutting the trace 8 feet wide, wherever practicable; or Rs 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 Rupees 7,500 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 grant of this amount will, it is stated, render unnecessary an equal sum entered in the Budget of the current year, which provides for the repair of only a small portion of the line between Goodalur and Sispaccadoo.

'Statement No 2 Item 472.

9. With regard to the contribution of 5000 Rupees offered by Mr. Ouchterlony, the officiating Chief Engineer recommends that it should

should not ab. present be received, for the reasons which he assigns in para 8; and in the propriety of his recommendation, this Government concur.

10 It only now remains to advert to the great advantages offered by this important line of road, both in a commercial and military point of view. Its formation, as will be seen by the Sketch map, will afford facilities for the transport to the Western Coast, of the produce of the Mysore Country, and

and of the valuable timber, especially the Sissoo, which abounds in the Wynaad Hills. The branch from Colaconnum to Goodalore will facilitate communication between the Nilgherries and Malabar, and afford ready means of detaching European Troops, on occasions of emergency, from Tuckatallah to the disturbed parts of that District. At present the only route open to them is that by the Coonoor Pass, Ootacamund, Mettapollium and Paulghaut;

the

the Soopara Ghaut being two steps to permit of Carriage being vessel upon it. The distance by the Caravan path to Munjaiy, the scene of recent dis-turbances, is 77 miles, while by Connor and Pandghaut, the distance is 122 miles. Such being the advantages of the proposed line, this Government are unwilling that the portion of it which has already been traced, at the expence of much labor, skill and cost of health, should be destroyed by the encroachment of the single

single, and they therefore desire me strongly to recommend that the early sanction of the Government of India may be granted for the disbursement of a sum of Rs15,000 for completing the trace of the entire line within the ensuing working season, and of Rupees 500 for the repair of the old roads on the main line, on the understanding that if the latter amount be sanctioned, item 472 in Statement No 2 of the Budget of the current year, which provides for

the

the repair of the portion of the line between Tijuacados and Godalupe, is ~~to be~~ ~~considered as~~ cancelled.

JP

10 Copies to Off. Chief Engr. Oct 19.

Copy in a letter to England
dated 31st October No. 106 of 1862.

Public Works 1858 Dispatch
Dy. to Govt. 17th October

No. 2186.

To the Hon'ble Secy to the
Govt of India
Dy 18th October 58.

From Do 3rd Dec 58.
C. No. 3111 in b.

Soliciting the sanction
of the Supreme Government for the dis-
bursement of a sum of Rs. 13,000 for Com-
-pleting the trace of a road from
Nanjunbut on the Beypoor River
by the Carcoor Pass to Chuckunnah
-lah on the Mysore Frontier as well
as for the grant of another sum of
Rs. 7,500 for the repair of the existing
communications between the Mysore
Country and Beypoor river.

No. 86.