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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2999	Press
282-83	Mis.
Dated 15 12	1862.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
15th December 1862.*

No. 282. Read the following letter from Lieutenant-Colonel J. OUCHTERLONY, R. E., Deputy Chief Engineer, Southern Circle, to Colonel W. I. BIRDWOOD, R. E., Secretary to Government, Public Works Department; dated Madras, 19th November 1862, No. 288 :—

SIR,

1. I request the sanction of Government for an entry in the Budget of 1863-64 of Rupees 10,000 as maintenance allowance for the road between the Poothanoor (Coimbatore) Railway Station and Kullaur at the foot of the Coonoor Ghât: correspondence with the District Engineer is appended.

2. The amount in question is at the rate of Rupees 333 per mile for the whole distance, which may be taken at 30 miles, and although this exceeds by Rupees 77 the allowance fixed for the maintenance of the main or "Trunk" lines of road under the old "Road Department," I do not think that under the peculiar circumstances a less sum will suffice for a road so incessantly travelled over by narrow wheeled vehicles as is the Matepolliem Junction line.

3. The gravel found in situ along it is for the most part inferior; and I think there can be no doubt, as I have indicated in former correspondence,* that until this, in common with all other main Railway feeders in the south, have their centre tracks coated throughout with broken metal of a tough and proper quality instead of the crumbling clayey laterite or kunkur now generally employed, they will never be maintained in a permanently efficient condition. This description of metal is of course comparatively costly, because it has to be carried over a distance varying according to local circumstances; but there can be no doubt that its employment on heavily trafficked roads, when applied to a surface properly prepared by incorporation of sand or otherwise, results in real and absolute economy.

4. It seems to me that the cost of maintenance of this and other first class lines could be greatly reduced by permanently locating a body of convicts at favorable spots, and by keeping them constantly employed (as in England) in breaking stone for road metal. The Inspector General of Jails is, I know, very anxious to find legitimate employment for the fast increasing number of prisoners accumulating in the southern Districts; and as the men, if employed as I suggest, might work within an enclosure, thereby economizing Police guards, and as their labor, on task, could not fail to be highly remunerative to the State, Government may perhaps think the subject worth referring for the consideration of Mr. Rhode.

5. As regards the Matepolliem line I have to observe that the amount I have recommended as a maintenance allowance will be far more than covered if the tolls proposed in my letter No. 48, dated 1st July 1862,† are levied at even so low a rate as 1 Anna per laden cart going to

Coimbatore and to short stations, and 2 Annas additional to clear up to the foot of the Coonoor Ghât. For if Captain Burn's Traffic Returns are correct the number of laden carts passing out of the Coimbatore Railway Station in September last was 14,896, while the number which went as far as Matepolliem was 4,460, the total of laden bullocks being respectively 8,968 and 29,980. Hence 14,896 carts at 1 Anna Rupees 931

4,460 carts at 2 Annas " 557

Rupees 1,488

Deduct for six Toll takers and contingencies... .. 138

Rupees 1,350

monthly or Rupees 16,200 annually, irrespective of the toll on pack animals, which would of course be levied.

6. Government have directed me to prepare, in communication with the Collector and the District Engineer, a scheme for toll bars and tolls on the Segoor and Coonoor Ghâts; and I

* Letter from the District Engineer, No. 295, dated 15th October 1862.

* No. 280, dated 14th November 1862.

† G. O. No. 1,349, dated 4th August 1862.

Proceedings of the Madras Government, Public Works Department,
15th December 1862.

shall be glad to be informed whether I may not at the same time, while selecting sites on these lines, include the Coimbatore and Matepolliem road as comprehended within the same Order, viz., No. 2,622, dated 3rd November 1862.

No. 233.

ORDER THEREON, 15th December 1862, No. 2,999

1. A sum of Rupees 1,400 was sanctioned in the year 1857 for the maintenance of the road from Coimbatore to the foot of the Coonoor Ghât. In the past official year the District Engineer requested that the grant might be increased to Rupees 2,000, as consequent on the then expected opening of the Railway the amount of wear and tear upon the road would be very great. The increased allowance was accordingly authorized in Proceedings dated 5th February 1862, No. 165. In the Budget of the current official year, however, no provision whatever was made by the Chief Engineer for the maintenance of the road in question under the erroneous* supposition that the increased allowance sanctioned for the road from the foot of the Coonoor Ghât to Ootacamund, provided also for the maintenance of the line down to Coimbatore.

2. The distance between the Coimbatore Railway Station and the foot of the Coonoor Ghât is about 3½ miles, and not 30 as stated by Colonel Ouchterlony. The latter is about the distance between the town of Coimbatore and the foot of the Ghât. Colonel Ouchterlony recommends the grant of an allowance at the rate of Rupees 333 per mile for the whole distance, and if this recommendation be adopted it will be necessary to provide a sum of Rupees 11,830 for the road in question. The proposed rate however is very high and upwards of 30 per cent. in excess of that† sanctioned for the Trunk Road (No. 5). At present the Government are not prepared to sanction more than Rupees 255 a mile, which for 3½ miles, will be Rupees 8,670. The entry of this sum in the Budget of 1863-64 is authorized.

3. The suggestion contained in paragraph 4 of the Deputy Chief Engineer's letter recorded above will be referred to the Inspector General of Jails through the Judicial Department.

4. Colonel Ouchterlony is requested with reference to paragraph 6 of his letter, to include the Coimbatore and Matepolliem road in his scheme for toll bars and tolls on the Coonoor and Segoor Ghâts in the same District, one bar being fixed at the western extremity of the town of Coimbatore on the tank bund and another to the south of the Bowany bridge.

(Signed.) W. I. BIRDWOOD, Colonel, R. E.,
Secretary to Government.

Southern Circle Office
Madras 19 Nov. 1862.

No. 288

From

Lieut. Col. J. Ouchterlony R.E.
Deputy Ch. Engineer S. C.

To Colonel W. I. Birdwood R.E.
Secretary to Govt. M.O.

Public Sir,

I request the sanction of
Government for an entry in the
Budget of 63/64 of Rupees
as maintenance allowance for the
road between the Poothanoor
/ Coimbatore / Railway Station
and Gullant at the foot of the
Coonoor Ghât. Correspondence with
the District Engineer is appended.

2. The amount in question
is at the rate of Rupees 333 per
mile for the whole distance which
may

may be taken at 30 miles and
altho' this exceeds by Rupees 77 the
allowance fixed for the maintenance
of the main or "Ghaut" lines of
road under the old "Road Depart-
ment;" I do not think that under
the peculiar circumstances a less
sum will suffice for a road so
incessantly travelled over by narrow-
wheel'd vehicles as is the
Matipolliem junction line.

3. The gravel found in situ
along it is for the most part
inferior; and I think there can
be no doubt, as I have indicated
in former correspondence, that
until this, in common with all
other main Railway feeders in
the South, have their centre tracks
coated throughout with broken
metal.

5
metal of a tough and proper quality
instead of the crumbling clayey
laterite or Kunkur now generally
employed, they will never be main-
tained in a permanently efficient
condition. - This description of
metal is of course comparatively
costly, because it has to be carried
over a distance varying according
to local circumstances, but there can
be no doubt that its employment
on heavily traffic'd roads, when
applied to a surface properly
prepared by incorporation of sand
or otherwise, results in real and
absolute economy.

4. It seems to me that the cost
of maintenance of this and other
first-class lines could be greatly
reduced by permanently locating
a

a body of convicts at favorable spots,
 and by keeping them constantly em-
 ployed / as in England / in breaking
 stone for road metal. The
 Inspector General of Jails is I
 know very anxious to find legitimate
 employment for the fast increasing
 number of prisoners accumulating
 in the Southern Districts; and as
 the men, if employed, as I suggest,
 might work within an enclosure,
 thereby economizing Police guards,
 and as their labor, on task, could
 not fail to be highly remunerative
 to the State, Government may perhaps
 think the subject worth referring
 for the consideration of Mr. Ponds.

5. As regards the Matipollicum
 line I have to observe that the
 amount I have recommended as

a maintenance allowance will be
 far more than covered if the tolls
 proposed in my letter N: 48 dated 1st
 July 1862⁺ are levied at ^{even so} ~~the~~ low² rate
 of 1 Anna per laden cart going to
 Coimbatore and to short stations,
 and 2 Annas additional to clear
 up to the foot of the Coornoor Ghat.
 For if Captain Burn's traffic returns
 are correct the number of laden
 carts passing out of the Coimbatore
 Railway Station in September
 last was 14,896
 while the number which went as far
 as Matipollicum was 4,460
 the total of laden bullocks being re-
 spectively 8,968 and 29,980. Hence
 14,896 carts at 1 Anna --- Rupees 931-
 4,460 - " - " 2 - " - - - " - 557-
 " 1488-
 Justified tolls & contingencies - - - 138
 Rupees - - 1350
 monthly

Government have directed
me to prepare in communication
with the Collector and the District
Engineer a scheme for toll bars
and tolls on the Segor and Gomara
in Ghats; and I shall be glad to be
informed whether I may not at the
same time, while selecting sites on
these lines, include the Coimbatore
and Matfolliem road as com-
prehended within the same order, -
No. 2622 dated 3^d November 1862.

Thao gia

Rechtzeitig Lf. 1250
Dr. W. St. 6.

line 30

am. Colver H. J. Birdwood N.S.
Secretary to Genl. Pitt

Chesapeake

(Proceedings of the Madras Government)
 Under date the 15th Nov^r 1862.

Read the following letter
 from the Chief Engineer, S. C. Co.

Applies for permission to enter
 a sum of Rs 10000 in the Budget
 for 1863 for maintaining the
 Road between the Coimbatore
 Comination / Railway Station and
 Kullam at the foot of the Conner
 Ghaut Comination. It is observed
 that the cost of maintaining
 the road can be greatly re-
 duced by concrete lining located
 at certain spots for breaking of
 stone for with metal - squares and
 when selecting sites for toll bars
 for the sugar and Conner ghats,
 the Comination and Metropolitan
 road may not be included.

19th Nov^r 1862. No 28

A sum of Rs 1000 was
 sanctioned in the year 1857 for
 the maintenance of the road
 from Comination to the
 foot of the Conner Ghaut.
 In that past official year,
 the District Engineer requested
 that the grant might be
 increased to Rs 2000, as
 consequent on the then
 opening of the Railway
 the amount of wear and
 tear upon the road would
 be very great. The increase
 allowance was accordingly
 authorized in Part of S.
 Feb 62, to 160. In the
 Budget of the current official
 year, however, no provision
 whatever was made for the
 maintenance of the road.

MR

ME

Pure 4. Aug 4. 1862

3-3 Nov - 2622

Copy in a letter to England
 2111: Drumbum 178 of 1863

19th Nov 1862
 No 28

19th Nov 1862
 No 28

19th Nov 1862
 No 28

19th Nov 1862
 No 28

18282-

Applies for permission
 to enter a sum of Rs 10000 in
 the Budget for 1863 for
 maintaining the road between
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 Kullam at the foot of the Conner
 Ghaut Comination. It is observed
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 the Comination and Metropolitan
 road may not be included.

and that the same
 may not be in strict

* Under Chertsey Road.
of 24 Jan'y/62
No 9788

No 2801 m hills
Q. 1/2 mile
Ashcroft
at all corners of St. Ignace
at all corners of St. Ignace
at all corners of St. Ignace
at all corners of St. Ignace

The suggestion contained
in para 4 of the Deputy
Chief Inspector's letter recorded
above will be referred to the
Inspector General of Prisons
the Judicial Dept. &
the Secretary is

I think the last would be a
 enough - one at Cape Cod in winter
 and one at the North Atlantic
 with a small boat and a few
 people and a few more to
 7. Cape Cod and a few more.

The Chicago & West. 16th
 " by Chicago & C. with 1 Encl.
 " by Chicago & C.
 " by Chicago & C.
 " by Chicago & C. with reference to
 " by Chicago & C. 16th / 60 - 16th 16th 16th

