

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referee _____

MADRAS RECORD OFFICE.

Government of Madras.

Judicial DEPARTMENT.

G.O. No.	81	Press Mis.
16-169		
Dated	9-1-18	18

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
9th January 1864.*

Read the following papers:—

No. 167. From S. BATES, Esq., Manager of the Indian Carrying Company (Limited), to
A. J. ARBUTHNOT, Esq., Chief Secretary to Government, dated Madras, 22nd
December 1863, No. 2,178/B 1.

SIR,

1. I have the honor to bring to the notice of Government the present state of the road
between the Poothanoor Railway Station and Kullar, at the foot of the Coonoor Ghât.

2. It is now more than twelve months since this Company commenced operations on this
road, during which time repairs have been going on, but I hesitate not to say that the road at the
present time is heavier, more dangerous and difficult to work, than at any time previously.
When we first entered upon the work our bullocks could do the journey between Poothanoor and
Mettapollium with a transit in six hours, now it seems impossible to get over the ground by the
same means in less than eight hours.

3. There are at present no less than ten diversions from the main road in consequence of
the unfinished state of the bridges over the nullahs and small streams which cross the road.

4. To pass several of these breaks in a wheeled vehicle is a matter of considerable diffi-
culty and danger (more especially so at night, at which time the greater part of the passengers
travel over the road) requiring the utmost steadiness in the cattle and care on the part of the
driver to prevent accidents.

5. Independent of the numerous breaks on account of bridges the road itself is much
heavier than it might be, and it is to the system adopted in reference to the making or repairing
of this that I wish more especially to direct attention.

6. The mode adopted at present is to cover the hard road to a depth of from 4 to 6 inches
with broken stones without any small gravel to act as a binding, the consequence is, that a portion
of these broken stones must be ground down to powder by the vehicles passing over them, to form
a binding for the rest of the metal before any thing like a road can be formed. When this is once
done the track is of course again covered with the broken stones which must again be ground
down, and so on. This system will in time no doubt make a good road, but this could be achieved
very much quicker and an immense amount of wear and tear of stock saved, if a coating of
small gravel was laid over the rough broken stones.

7. In addition to other business, this Company convey the mails between the Poothanoor
station and Ootacamund, and *vice versa* and the state of the road is the cause of much delay in
their transit.

8. In addition to the delays the loss experienced by the Company by the heavy work entail-
ed on their cattle and vehicles is considerable, and seeing that this can be so easily remedied
and that we are now called upon to pay a heavy toll for the use of the road, I have the honor to
submit to Government the desirability of their issuing such instructions as will ensure the road
being put in a better state.

9. We are prepared to run horse conveyances for passengers so soon as the road is fit.

Transferred to the Public Works Department.

(Signed) J. D. SIM,

For Chief Secretary to Government.

4th December 1863.

No. 168.

Report of Progress made in improving road from Railway Station at Poothanoor to the foot of Coonoor Ghât, from 1st to 15th December 1863.

Proceedings of the Madras Government, Public Works Department, 9th January 1864.

	Convict labour.			Metal collected.	Gravel work.	Rough stone work.	Amount expended.		Poothanoor Feeder.			Remarks.
	C. yds.	R. yds.	C. yds.						Metal broken.	C. yds.	Rs. A. P.	
9th Mile, north of Coimbatore	...	...	...	210 1/2	...	...	...	...	...	...	...	Arrangements are being made for thoroughly metalling the Poothanoor feeder, as the late rains have proved that the material of which the road has been formed is not sufficiently hard to withstand the heavy traffic during wet weather. The road from Coimbatore to the foot of the Ghât is now in a satisfactory condition.
1st Mile, north of Goodaloor	...	...	...	...	...	...	...	...	...	...	...	
1st and 2nd mile, do. do.	27	5,742	500	...	...	...	...	...	...	...	...	
2nd Mile, south of Matopolliam	...	2,070	682	...	...	...	...	...	...	...	...	
4th Mile, north of Matopolliam	172	143	750	...	...	50	442 15 3	...	...	8,438	153 0 1	
5th Mile, do.	...	...	...	...	...	...	...	...	...	...	...	
	199	7,955	1,932	210 1/2	299 1/2	50	442 15 3	...	411 1/2	8,438	153 0 1	

Expenditure on Poothanoor feeder (Local Fund)... ..
Do. between Poothanoor and foot of Coonoor Ghât (Imperial Fund)... ..
Do. for bridges along the line of road
Total... 593 15 4

Coimbatore Range Office,
18th December 1863.

(Signed) D. H. TRAIL, Lieutenant, R. E.,
Assistant Engineer.

Proceedings of the Madras Government, Public Works Department, 9th January 1864.

Transferred to the Public Works Department.

23rd December 1863.

(Signed W. H. KERR,
Deputy Secretary to Government.

No. 169. ORDER THEREON, 9th January 1864, No. 81.

1. The foregoing letter from the Manager of the Indian Carrying Company will be communicated to the Superintending Engineer, 7th Division, with a request that he will cause the work of putting the road from the Poothanoor Railway Station to the foot of the Coonoor Ghât into an efficient condition to be carried out with greater vigour.

2. It is observed from the fortnightly report recorded above that arrangements are being made for thoroughly metalling the Poothanoor Feeder, the late rains having proved that the materials of which the road has been formed are not sufficiently hard to withstand heavy traffic during wet weather. The Government will rely upon Lieutenant Trail's best exertions to remove the causes of the inconveniences of which the Manager of the Indian Carrying Company complains.

(True Extract.)
(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 7th Division.
" Manager of the Indian Carrying Company.

Exd S. T. Augustin.

172
The cause of much delay is

B.1/
2148

Indian Carrying Company, Limited.

OFFICES, 9 Second Line Beach

Madras 22nd Dec 1863

A. J. Whittemitt Esqre
Chief Secretary to Government
Madras

Sir, I have the honor to bring to the notice of Government the present state of the road between the Pothanoor Railway Station and Kullar, at the foot of the Coonoor Ghaut.

It is now more than 12 months since this Company commenced operations on this road, during which time repairs have been going on, but I hesitate not to say that the road at the present time is heavier, more dangerous and difficult to work, than at any time previously. When we first entered upon the work our Bullocks could do the journey between Pothanoor and Mettupollam with a Transit in 6 hours, now it seems impossible to get over the ground by the same means in less than 8 hours.

There are at present no less than 40 divisions from the main road in consequence of the unfinished state of the Bridges over the Kullar and small streams which cross the road.

To pass several of these beats in a whole

wheeled vehicle is a matter of considerable difficulty and danger (more especially so at night, at which time the greater part of the Passengers travel over the road) requiring the utmost steadiness in the cattle and care on the part of the Driver to prevent accidents. Independent of the numerous breaks in account of Bridges the road itself is much heavier than it ought to be, and it is the system adopted in reference to the making or repairing of this that I wish more especially to direct attention.

The mode adopted at present is to cover the hard road to a depth of from 4 to 6 inches with broken stones without any small gravel to act as abiding, the consequence is, that a portion of these broken stones must be ground down to powder by the vehicles passing over them, to form a binding for the rest of the metal before anything like a road can be formed. When this is once done the track is of course again covered with the broken stones which must again be ground down, and so on. This system will in time no doubt make a good road, but this could be achieved very much quicker and an immense amount of wear and tear of Stock saved, if a coating of small gravel was laid over the rough broken stones.

In addition to other business this Company convey the Mails between the Kookharoo Station and Coomund and vice versa, and the state of

of the road is the cause of much delay in their transit.

In addition to the delays the loss experienced by the Company by the heavy work entailed on their cattle and Vehicles is considerable, and being that this can be so easily remedied and that we are now called upon to pay a heavy toll for the use of the road, I have the honor to submit to Government the expediency of their issuing such instructions as will ensure the road being put in a better state.

We are prepared to let these conveyances for Passengers so soon as the road is fit.

I have the honor to be Sir,

Your obedient Servant,
Samuel Baker
Manager

23/12/6

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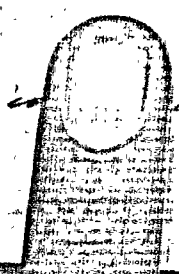
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I have found the
 from the Manager of the
 Indian Company Co.
 Office Madras,
 requesting that the
 road between the
 Pothanur Railway
 Station and Puddu
 at the foot of the Coram
 Elab may be repaired.
 1881-9th January 1863

Dated 24th
 Dec 28th 1863

From the Deputy Comm.
 Madras Dec 28th 1863

P. H. 1863
 Dec 28th 1863

D. P. P.
 From P. H. 1863

Mr. David Engineer
 Coimbatore

Mr. Chief Secretary to
 Government

Mr. J. P. George
 Madras

Transferred to the
 Public Works Department

sent to
 Mr. J. P. George
 Mr. J. P. George

23/12/63

Dated 18th
 Dec 28th 1863

Report of Progress
 made in improving
 the road from Railway
 Station at Pothanur
 to foot of Coorom Elab
 from 1st to 15th
 December 1863

1863

13

Report of Progress made in Improving road from Railway Station at Pothanoor to the foot of Coonoor Ghats from 1st to 15th December 1863.

1861-9th January 1864

	Convict labour.			Total Collected.	Gravel work.	Rough stone work.	Amount expended.			Pothanoor Feeder.			Remarks.
	Initial Broken.	Spreading & Levelling.	Digging & Draining.										
9 th mile North of Coimbatore	678	000	678	678	678	678	Rs	as	0	678	000	as	Arrangements are being made for thoroughly re-laying the Pothanoor Feeder as the late rains have proved that the material of which the road has been formed is not sufficiently hard to withstand the heavy traffic during wet weather. The road from Coimbatore to the foot of the Ghats is now in a satisfactory condition.
1 st mile North of Coimbatore				210 ²⁷									
1 st & 2 nd mile Do Do	27	5742	500		299 ²⁷								
2 nd mile South of Coimbatore		2070	682										
4 th mile North of Coimbatore	172	143	750										
5 th mile Do Do						50							
							442	15	3				
										411 ²	4438	153	
	199	7955	1932	210 ²⁷	299 ²⁷	50	442	15	3	411 ²	8138	153	1

Expenditure on Pothanoor Feeder (Local Fund) Rs. 753 - - 1.
 Do Between Pothanoor and foot of Coonoor Ghats, (Imperial Fund) Rs. 142 - 15 - 3.
 Do for Bridges along the line of Road.

Total Rupees 595 - 15 - 4

Coimbatore Range
 Office 18th December 1863

J. H. Paul Lieutenant R.E.
 Assistant Engineer

1881 Public Works Department
 Proceedings of the Madras Government
 Under title No. 9th Jan'y/61.
 Read the following paper.

From the Secy to Govt.
 Rev. Secy to Govt.

Transferring letter from the
 Manager of the Indian Carrying
 Co's Office Madras requesting
 that the road between the Pothanoor
 Railway Station and Muller
 at the foot of the Coonoor Hill
 may be repaired.

19

N^o. 24th Decr/63 N^o.

Do - by - do - do.

Transferring Enclosurement
 of the Muller Combator on
 filling the Road Report of the
 Road from the Pothanoor Station
 at Pothanoor to the foot of the
 Coonoor Hill.

N^o. 25th Decr/63 N^o.

The foregoing letter
 from the Manager
 of the Indian Carrying
 and Company will
 be communicated to
 the Superintendent
 of the Road with a request that
 he will cause the work
 necessary may be at
 once adopted for planning
 and execution

of putting the road from the
 Pothanoor Railway
 Station

1881

1881-9th January 1884

Transferring letter
 from the Manager of the
 Indian Carrying Co's Office
 Madras requesting the
 Road Report of the road from
 the Pothanoor Station at Pothanoor
 to the foot of the Coonoor
 Hill.

1881-9th January 1884
 From the Secy to Govt.
 to Govt.
 24th Decr/63
 Received 24th Decr/63

Station to the foot of
the Concor. I should
into an efficient
condition to be carried out
with greater ease

It is observed
from the fortnightly
Report recorded above
that arrangements are
being made for the
roughly metalling the
road.

The points, having proved
that the materials of
which the road has
been formed ~~are~~ not
sufficiently hard to
withstand the heavy
traffic during wet
weather. The Govt.
will rely upon the
roads' best exertions
to remove the causes of the
inconvenience complained of

20000

of which the
similar to those now
represented by the
Manager of the Indian
Carrying Company
Comblan

Superior of Road
Manager Indian
Car Co.

Decr 11th January

977 1864, 2nd Apr
of No. 9. Good Friday

No. 81
No. of the Old Post
2/9 Aug 1864.

No 169 (2169

Regarding to
carry all with great
regard the records of that.
Along the road from the
Bohemian Railway etc.
how to the foot of the
Cannon of that. Combats
Dietz into our of future
+ conditions.