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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 746	Press Min.
103-104	
Dated 6-3-	1866.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
6th March 1866.*

- No. 103. Read the following Proceedings of the Madras Government in the
Revenue Department :—

Sanctioning a sum of Rupees 12,700 for expenditure on the Coonoor Ghaut, the Kartairy road, and the trace from Kotagherry and Kodanad, Coimbatore District, and calling for plans and estimates for roads to connect the towns of the low country with each other and the Railway, &c. } (Here enter 1st March 1866, No. 536.)

- No. 104. ORDER THEREON, 6th March 1866, No. 746.

LOCAL FUNDS, No. 16.

Civil Works.

Communicated to the Superintending Engineer of the 7th Division for information and guidance.

(True Extract.)

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

To the Superintending Engineer, 7th Division.
„ Controller of Public Works Accounts.
„ Accountant General.

Exd. S. T. Augustin.

*Proceedings of the Madras Government, Revenue Department,
1st March 1866.*

Read the following :—

No. 12. Proceedings of the Board of Revenue, dated 10th February 1866, No. 970.
Read the following letter from the Collector of Coimbatore, to the Secretary to the Board of Revenue, dated 29th January 1866, No. 27.

1. I have received the Board's Proceedings of the 12th instant, communicating the Proceedings of the Madras Government, Revenue Department, dated 3rd idem, No. 2, and their Order thereon.

2. In reply, I beg to inform you that the road from Ootacamund to Coonoor is in good order. The road from the foot of the Coonoor ghát to the Coimbatore Railway station, is also in a very fair condition. No doubt the funds collected in the low country should be applied to the construction and repairs of roads in the low country; but I beg to state that one of the great objects in view, in opening out the Karteri road, is to benefit the low country people, who contribute these funds. The Board will observe, from the Statement which accompanies this letter, that our greatest and most certain market for all local produce is the Hills. Every step, therefore, taken to improve the facilities of access to them, tends directly to benefit the low country people, who supply produce to the markets. Beyond the point to which the Karteri road is at present to be carried, the greater part of the waste lands has been bought, and is now being opened up for Coffee and Chinchona plantations. All the supplies for the coolies, &c., on these estates, have to be procured from Coonoor, and carried over the hills on coolies' heads. On the opening of the road, a market will be established at Karteri, and the low country people will be enabled to go there direct with their supplies from a point on the new ghát, two miles distant from Coonoor, and four miles from Karteri; whereas, at present, produce is first carried to Coonoor, and fetched thence by coolies to Karteri, and the estates beyond. Very great benefits to the low country are anticipated from the opening out of the Karteri road, so that I trust Government will not object to its construction. When it is finished, we shall have the Ootacamund, Coonoor, Kotagherry, and Karteri markets open to the low country, and requiring, for their weekly supply, some 20,000 or 25,000 Rupees worth of produce. The 6,700 Rupees, proposed to be appropriated to the bridging and opening the Karteri road, and opening the trace from Kotagherry to Kodanad, are contributed from Local Funds, irrespective of the collections at the tolls on the bridges at Suttiamangalam and Bhowany, on the Bhowany and Cavery rivers, respectively. The opening of the trace from Kotagherry to Kodanad is for the benefit of the people, both laborers and market people, who are engaged on the estates now being opened out in the Kodanad country. Kodanad is seven miles from Kotagherry. Access to it at present is circuitous and tedious. Last season, a line of road was traced between the two stations, by Captain Law, on very easy gradients, and it is to the opening out of this trace, to a width of three feet out of the solid, that the Rupees 700 are to be applied. With this money it is expected that the trace will be made perfectly available for horses, so that the journey, which is now performed at a walk, and requires two hours for its accomplishment, may be made in future in a little more than half an hour. With a well constructed trace, it will then rest with the planters to have it widened sufficiently to admit of

wheeled traffic, when the requirements of their estates render the additional expenditure expedient.

3. With reference to paragraph 6 of the Government Order, I beg to refer the Board to my letter* to their address, transmitting a letter and plan from the Superintendent Engineer, Colonel Walker,

* Dated 29th January 1866, No. —. in which he explains, in detail, the way in which he proposes to expend the Rupees 6,000, partly in repairing and partly in preparing the upper portion of the new ghât for the reception of metal, and partly in the construction of huts for the Sappers, who are shortly expected from Bangalore. In the appropriation of the money in the manner proposed by Colonel Walker, I heartily coincide, and I trust that the Board will approve of the measure, as I feel confident that it will tend much to the early completion of the upper part of the ghât.

4. Adverting to paragraph 5 of the Government Order, I beg to state that the portion of the estimated increase, current and arrear, which will not, on the principle laid down by Government, be available for the works proposed, is Rupees 6,930, as detailed in the margin.

	Current.	Arrears.	Total.
Proceeds from the tolls on the Bhowany river at Suttiamangalan and Caverry river at Bhowany Goodal ...	RS. 2,920	RS. 980	RS. 3,900
Deduct cost of Establishment ...	1,920	550	2,470
Road Cess ...	1,000	430	1,430
	5,500	...	5,500
	6,560	430	6,930

The net proceeds of the two tolls named (Rupees 1,430) are not intended to be spent now, but are included in the amount (Rupees 2,540) proposed to be reserved from the expected increase. The road cess is proposed to be appropriated for the Karteri road, which, as already stated, tends directly to benefit the low country people, who supply produce to the markets on the Hills.

ABSTRACT.—Statement shewing the number of carriages, carts, and cattle which have passed through the Coonoor Ghât.

Ordered to be submitted to Government, with reference to their orders quoted by the Collector.

No. 13. *Proceedings of the Board of Revenue, dated 12th February 1866, No. 991.*

Read the following letter from the Collector of Coimbatore, to the Secretary to the Board of Revenue, dated 29th January 1866, No. 23.

1. In forwarding, as promised in the concluding part of paragraph 2 of my letter of the 31st October 1865, No. 223, the accompanying plan and estimate, together with an original letter from the Superintendent Engineer, Seventh Division, dated 12th instant, No. 49, I beg to express my entire concurrence in the manner in which Colonel Walker proposes to lay out the Rupees 6,000 in the repair and preparation of the new Coonoor Ghât for the reception of metal and in the construction of mile-huts containing store sheds and huts for the Sappers shortly

expected from Bangalore. Every endeavour should be made to get the upper 4½ miles of the new ghât opened, and the measures now proposed by Colonel Walker, will, I believe, contribute very materially to the object in view. The late storms at Coonoor have damaged the old ghât in several places, so that the opening of the new ghât becomes now a matter of considerable importance.

2. I take this opportunity also of forwarding* a plan and estimate of bridges and earth-work to be executed in the

* Together with Superintendent Engineer's construction of the new Karteri road, as letter, dated 2nd January 1866, No. 44. well as an estimate for opening a bridle-

path from Kotagherry to Kodanad, with a request that they may be submitted for the sanction of Government at an early date.

3. For further remarks as to the expediency of carrying out these works at an early date, I beg to refer the Board to my communication No. 27, dated this day, in reply to the Order of Government, dated 3rd January 1866, No. 2. With reference to the recommendation of the Superintendent Engineer, that the proceeds of the sales of lands on the hills should be applied to the construction of roads, &c., on them, it is feared that this course will not be sanctioned, although it is certain that if it were allowed, the hills would improve at a rapid pace, and speedily aid in becoming the great sanitarium of India.

ENCLOSURES Nos. 1 and 2.—Plan, &c.

From the Superintendent Engineer, Seventh Division, to the Collector of Coimbatore, dated 12th January 1866, No. 49.

1. With reference to the sum of Rupees 6,000, entered in your Supplementary Local Fund Budget of 1865-66, under the head of Maintenance of the New Coonoor Ghât, and your call for estimates to that amount in paragraph 2 of letter No. 195 of 31st October 1865, I have the honor to state that it is proposed to make use of that sum in the proportion of Rupees 3,600 New Work, and Rupees 2,400 under Repairs.

2. For the latter I do not propose to submit a regular estimate; but considering the proportion of the estimate of the new ghât allotted to the 3½ miles from its head to Stanes's bridge to have been spent thereon, I propose to devote Rupees 2,400 to levelling it for the reception of metal and otherwise, finishing it off, as well as to repair damages sustained in the two storms of 23rd October and 5th December 1865, the effects of which have been serious in proportion to their severity and the newness of the work.

3. The remaining Rupees 3,600 I propose to lay out in building three puckah Barracks for the Detachment of Sappers authorized to be detailed for work on the Coonoor Ghât in G. O. No. 3,241 of 27th October 1865, and afterwards for accommodation of permanent cooly gangs for its maintenance when completed. I have been in correspondence with the Commandant of Sappers, and have obtained his leave to break up the Detachment into three Sub-divisions; one to be stationed at Coonoor, one at the first zig-zag, and one on the spur where the next set of zig-zags occur, which is as low as I dare recommend troops being quartered. Each sub-division will have its Non-Commissioned staff; that at Coonoor will be the head quarter sub-division, where all the men will meet for drill and holiday every Tuesday, being market day. Each range will accommodate—

2 Non-Commissioned Officers, } In separate rooms.
6 Married Privates,

6 Unmarried Privates in centre rooms, making a total of six Non-Commissioned (or one Commissioned and five Non-Commissioned) Officers, and thirty-six Privates.

If only family-men are sent, each range will hold one Non-Commissioned Officer and seven Privates, or twenty-four in all, instead of forty-two, the centre room being otherwise made use of for coolies, or for stores. I have chosen the exact sites for each hut in company with Captain Law, and the accompanying plan and estimates have been drawn up by Major Farewell from my notes. I trust you will approve of the way in which it is proposed to make use of the available funds, and will obtain early sanction for their appropriation as desired.

ENCLOSURES Nos. 4, 5, 6, and 7.—Letter, &c.

From the Superintending Engineer, Seventh Division, to the Collector of Coimbatore, dated Coonoor, 2nd January 1866, No. 44.

1. I have the honor to forward herewith estimates for the new road from the first zig-zag of the new Coonoor Ghát to Karteri, called for in your letter No. 195 of 31st October. They amount to Rupees 15,600, whereof and of the proportion to be worked out from funds at present available, the following is an Abstract, viz. :—

	1865-66.	Future years.	Total.
	RS.	RS.	RS.
Earth-work	2,010	2,010	4,020
Do. filling in	115	116	231
Blasting and removing rock... ..	874	873	1,747
Revetments	1,071		1,071
2 Timber Bridges, as per plans	2,370	3,190	5,560
2 Do. do. 12 feet span		720	720
1 Do. do. 10 do.		300	300
6 Stone covered drains		961	961
4 Do. do.		500	500
Sundries	31	460	491
Total...	6,471	9,129	15,600

2. With the Rupees 6,471 it is proposed to bridge a large rocky Nullah, which it will be difficult otherwise to make passable, and to open the rest of the road to a minimum width of twelve feet, so as to be perfectly practicable for cart traffic, except for a few hours occasionally when the Karteri Nullah cannot be forded. Rupees 6,000 is provided in your Supplemental Local Fund Budget of 1865-66, and there is an unexpended balance of Rupees 471 from the grant for the trace and from private contributions. The widening and bridging of the line may, without inconvenience, be deferred till additional funds are available in future years. Its extension will no doubt be called for by the Planters of Mailoor and the Devashola, when they have experienced the benefits of what is now proposed to be done, and they may then be called on to contribute to the same.

3. I take this opportunity of bringing to your notice the propriety of crediting to Local Funds the sums realized by sales of ground on the hills, for planting or building purposes, clear of the cost of their Survey and Demarcation. So long as the future revenue to be derived annually from these estates is credited to Imperial Funds, I believe that it will be consonant with the practice in Bengal to credit Local Funds with their sale proceeds. Appropriation of these Funds, for the extension of such roads as that to Karteri, directly benefits the Imperial Revenue by opening up new ground for the settler.

The estimates are recommended for the sanction of Government, with reference to the Board's Proceedings, dated 10th February 1866, No. 970, forwarding the Collector's further explanation of the proposed employment of his surplus Local Funds.

No. 14. ORDER THEREON, 1st March 1866, No. 536.

Local Funds, No. 1.
Civil Works.

1. The Government cannot sanction the proposal to expend on the Kartairy road the proceeds of the cess levied from the Ryots of the low country. The traffic with the hills is no doubt great, but it cannot exceed that with other Districts and the coast towns, and it would be very discouraging to the payers to devote their first contributions to making a road in a distant locality, the residents of which do not make similar contributions. There can be no difficulty in spending the money profitably in roads connecting the towns of the low country with each other and the railway, and the necessary plan and estimates should be submitted without delay.

2. Deducting the Road Cess, Rupees 5,500, and the net proceeds, Rupees 1,430, of the tolls at Sattiamangalam and Bhowany, the Collector will still have a sum of about Rupees 16,000 at his disposal, and out of this the Government

* Rupees 6,000
† " 6,000
‡ " 700
12,700

sanction the allotments proposed by the Collector for the Coonoor* Ghát, the Kartairy† road, and the‡ trace from Kotagherry to Kodanad, on the distinct understanding, however, that the road from the Poothanoor Railway station to the foot of the Coonoor Ghát is in sufficiently good order for the traffic, which will be on it during the hot season. The tolls on this road must first be devoted to this object.

(True Extract.)

I. Blum

Secretary to Government.

To the Board of Revenue.
,, the Public Works Department.

Exd. S. T. Augustin.

proposed

109
P.W. 1866 Dept.
Pis. of Govt. for March
No. 862

Pror. of the Madras Govt
in the Rev. Dept.

Of 1st } March 1866
Rev. 3 }

A. 536.

Sanctioning a
sum of Rs. 12,700 for expen-
diture on the Coonoor
Shant, the Hartley
road and the trail
from Kotagerry and
Kodanad, Coimbatore
Dist., and calling for
plans & estimates for
roads to connect the
towns of the low
country with each
other and the
Railways.

7/16. 62. March 1866.

A-103. 104