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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. <u>1664</u>	Press <u>mis.</u>
<u>57-58</u>	
Dated <u>4-6-</u>	<u>1867.</u>

Not to be folded or roughly handled

9/10

No 37.

Superintending Engineer's Office
Camp Connor. 21st May 1867.

From,

Colonel G. W. Walker R. E.
Superintending Engineer - 7th Regt.

To,

Colonel G. A. Orr R. E.
Secretary to Government A. D. V.

Sir,

Encl:
1 Map of
Wetzerries -
sent by Bonghy -

I propose to report in this letter on
the construction of roads leading to the Chinchona
Plantations on the Nulzhang and Koonah Moun-
tains - with reference to the undermentioned
Government Orders - viz:-

I. No 3389 of 7th November 1865, which calls for an
estimate for opening to Cart traffic a line of
road stated to have been opened, and to be in use,
as a bridle path, between the Koonah Planta-
tion and Ootacamund -

II. No 2942 of 14th September 1866 reiterates that call,
and requires report regarding the formation
of inexpensive bullock tracks between the
same Plantation and the low country, and from
the 1st zigzag of the New Connor Ghat to
Kartary -

III. No 56 of 6th January 1866 calls for Plans and
Estimates for roads to the different Plantations,
and of a bridge to connect the 2 Plantations at Pykara.

IV. No. 1393 of 8 May 1867 Calls for Report as to
an Embankment proposed by Mr. M. S. Soot in a line
of Road by which it had been proposed to connect
the Koonidah Plantation more directly with
Cotacaimund and Coonoor.

2. The bridlepeth alluded to in the Order
first quoted is a continuation of the old es-
tablished road from Cooby by Kuntanad
to the Avalanche; but neither the latter
nor its continuation has been laid out with
sufficient care to render it expedient to expend
more money on them. - Avalanche itself
is not a primary point to be reached, and the
road to it ascends and descends a ridge, of
more or less height, in a most objectionable manner.
From several reconnaissances made by Major
Fairwell and myself, a low saddle behind the
Village and Trigonometrical Station of Yeddagadoo
has been determined as the Key to the Koonidah Range
on a high level road from Cooby; and I have
dotted on the accompanying map the exact
line of Road which should be laid down.
It affords favourable opportunities, at the
points marked A and B, especially the former,
of forming large Reservoirs in the Kuntanad
and Avalanche Valleys by damming up instead
of Bridging the waters which have to be crossed.
The line selected, (from actual observation),
will be an easy one to work; its length to Yeddagadoo
will be 14 miles, which section only it is proposed

to trace and open to Bridlepeth at first, at an
estimated Cost of Rupees 250 a mile, or Rs. 3,500 -
I am bold that sum will probably suffice to
complete it as a Cart Road, without the Dams,
and pruning Estimate which must follow
the execution of the Bridlepeth. permission to
enter the sum of Rupees 3,500 in the Budget
of 1868-69 is requested. From Yeddagadoo
the tract main lines and branches on the
Koonidah Range must be carefully investigated
hereafter.

3. The gigantic Embankment proposed by
Mr. M. S. Soot is intended to be situated at
the spot marked with a red cross in the Map,
which is precisely where I had projected a
line of Road to connect the Koonidah with
Cooby and Coonoor, by way of the Deva Sholah &
Kartary - and I have given up the project
simply on account of the expense & difficulty
of getting into and out of so deep a ravine and
bridging the river that runs through it, then
swelled to most formidable dimensions -
Mr. M. S. Soot's Embankment of 400 feet in height, if
realized, would have made any project feasible
by saving 2 1/2 miles of descent and as much of
ascent, at a gradient of 1 in 19, at Rs. 10,000 a
mile for Ghaut work in such ground, or Rs. 50,000
in all, in addition to at least half as much
more for a Bridge - But leaving out of Consideration

the comparative unfitness of the site for a reservoir by reason of the deficiency of basin above in proportion to the height, I know from Mr. McEvor's own lips how little he realized the magnitude of the work he proposed. I know that he was prepared to risk as much as $1\frac{1}{2}$ Lakh of Rupees, which is about the equivalent of the risk he desired the Government to undertake by provision of 3,600 feet of Iron Piping, with 3 sets of apparatus for discharge of water. But it was very evident to me that he had not gone into even the roughest of calculations as to the mere earthwork of his Pond, which I estimate at nearly $43\frac{1}{2}$ Millions of Cubic Yards costing, at 8 Cubic Yards to the Rupee, nearly $5\frac{1}{2}$ Million Rupees. However sanguine Mr. McEvor may be as to his method of performing Earthwork by silting, (which in no means the novelty in India that he imagines) I do not suppose that he reckons on working at the rate of 400 Cubic Yards deposited per Rupee, which would reduce the cost to about Rupees 1,10,000, and leave him Rupees 40,000 for masonry &c. &c.

4. Though abandoning the idea of connecting the Roundahs by a line direct to the Coonoor Ghant, crossing the head of the Bhoreany drainage at a low level, I strongly recommend a small section of that line for execution, viz the 6 miles

5
Connecting the Moaloor and Devatholeh Plantations with Kartary, and so with the New Coonoor Ghant by its branch to that place, which has already been carried out as a Cart Road, bridged through out, at a cost of about Rupees 16,000, provided from Toll Collections. I have shown this section on the Map by a dotted Red line, and ask for Rupees 1,500 to trace and open it as a bridlepath in the first instance. As to inexpensive Bullock tracks to the Low Country, such works (as I have already stated in my letter about the Mawally & Coorg Road printed with G. O. No 2923 of 29 October 1866) are neither adapted to the real necessities of Plantations nor within the legitimate scope of the Public Works Department. Mr. McEvor agrees with me that whatever may be wanted in that line had better be carried out by himself and his Plantation Overseers.

5. It only now remains to notice the subject of connecting the 2 Pykara Plantations with the high Road near Pykara Bungalow and with each other, which I have also personally investigated in company with Major Fairwell. It will be 6 miles to the 1st Plantation and about 2 more to the 2^d;

* Revenue Deptt
Communicated in
P. H. D. No 3519 of
5 November 1866.

and to trace and open a really good
bridlepath to them, from which to Estimate
for a Cart Road we want Rupees 2000.-
As to the bridge we have come to the
decided opinion that it is out of the
question building it any where except
at the ford above the higher Fall, and
we have no hesitation in saying that
no practical Engineer could ever approve
of the lower site between the 2 Falls, wh:
will be much more expensive as to Con-
struction of the Bridge itself, inaccessible
to really good approaches, and useless to
any but the people employed on the Govern-
ment Plantations. Whereas a bridge
at the head of the Ravine will be useful to
private planters who have taken up
ground all the way to Nediwattem,
and to the public generally. Major Farrwell
will supply Plan and Estimate for a
Bridge of 5, 30 foot spans, on Piers 10 feet
high, at this site in time for the Budget
of 1868-69.

I have the honor to be
Sir,
Yours most obedt. Servant

Wm. Walker Col. R.E.

Superintending Engineer

at

Civil Works

Public Works Department

1664 no 1664

PROCEEDINGS of the MADRAS GOVERNMENT.
under date the 27 June 67.
Read the following

From The Supt Engineer &c

(Here enter No. 37 dated 21st May 1867)

186 , No.

ORDER THEREON,

In this letter the Supt. -
perintending Engineer of the
y^r D^y reports on the roads pro-
posed to be constructed to
the Chunchona plantations on
the Neilgherry & Koonduhr
Mountains.

Para 2 will be com-
municated to the Revenue
Dept. with reference to the order
in that Dept. of the 27th Sept
1865, to 2325, Para 21. It is
observed that the Supt. Engr. con-
siders it inexpedient to open
up for wheeled traffic the

N.
W.

Re. 7th May 1865. No 17-121
6th June 1865. No 18-119
14th July 1865. No 357-358
25th Aug 1865. No 21-82
28th May 1867. No 205

Cyprus & N. to S. by land
by 27th July 1867. No 336/1867.

27 1867
To the Secretary to
Government
A. B. N.

270 37
Dated 21st May 1867
Recd. 25th " "
Encl. 1

Report on Construction
of a line of roads leading
to the Chunchona plantations
on the Neilgherry
and Koonduhr Mountains.

2 29 May 1867. No 3125

2 29 May 1867. No 3125

bridge path which connects
Ootacamund with the Panna
- train on the Koonduah. The
refers to a more suitable line
which has been selected after
actual observation, and pro-
- poses to trace and open the
bridge path 14 miles of that
line to Zeddagada at an outlay
of Rs 3,000, and the entire
in the Budget of 1888/9 is sum
of Rs 35,000 for completing
that distance as a
Cart road. The Government
approve of these proposals.
They note that the direction
of the line from Zeddagada
requires careful investigation
which it is proposed to pro-
- ceed hereafter.

For the reasons ex-
- plained in Para 3, His Lord-
- ship in Council must decline
to embark on the Mc Livi's
project for an embankment

across the Valley which separates
the Nilgerry from the
Koonduah range of Bramham.
The proposals in Paras 4 & 5
to connect the Brailor &
Devashola plantations with
Karkair, and the two Pykara
plantations with the high road
near the Pykara Bungalow
and with each other, are ap-
- proved. The cost of making
these lines and of that referred
to in the preceding para, should
be adjusted hereafter by
transfers.

W.B.

The Rev. Secy. *W.B.*
- King *W.B.*
- Controller *W.B.*
- Secy. *W.B.*

Copy in a Letter to England
8729: July 1. 33 1867.

B. 5. 1. 9

Pub. Works 1867 Depart.

Pro: of Govt for June

1664

Pro: of the various Govt.
14th June 1867

157-58

29th May 1870 31st