

(1) Number of pages 112
(2) Date of repair _____
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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 1932	Press Mis.
205-06	
Dated 13. 8 1870.	

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
13th August 1870.*

No. 205. Read the following letter from the Special Executive Engineer, Wynaad, to the Secretary to Government, Public Works Department, dated Vythery, 20th July 1870, No. 507:—

I HAVE the honour to forward copy of a letter,* addressed to me by the Planters' Association of North Wynaad, regarding the road between the head of the Periah Ghaut and Manantoddy.

* No. 108, dated 23rd June 1870.

2. Although the estimate I sent in for the improvement of this section of the road was rejected, my letter No. 506, of the 18th instant, will have shown that a certain amount, namely, Rupees 15,800, had been sanctioned for this road as far back as 1865; an estimate which (partly on account of press of other work, but chiefly owing to the uncertainty as to whether the road would have to be altered in places where some of the culverts were situated,) was only partially acted upon, work being confined to those parts of the road which I was certain would, under any circumstances, be retained.

3. I will here explain under what circumstances the estimate for Rupees 1,30,740 was made. During my absence on leave last year the Range Officer had been employed in laying out traces by which all the more objectionable gradients of the road would be avoided; and it was only just before the orders of the Government of India were received, directing fresh arrangements of estimates, that he completed the task, and it will be remembered that these orders pressed very closely on the time when it was necessary for me to send in my proposals for the Budget of 1870-71. I was, moreover, placed in a further dilemma by the announcement of the intention of the Supreme Government to refuse admission into the Budget to all schemes without regularly sanctioned estimates. The proposed new trace for the Periah road and estimate were only made out, so as to give me barely time to go once over the line with the Range Officer; and I must admit that, although the estimate was subsequently sent in, it was not a scheme that met my entire approval; and I made up my mind to institute a further examination of the ground to see whether the desired ends might not be attained at less cost and with less work; however, not being prepared with any other project, and finding it impossible to get one in time, I was compelled to submit the only one that was ready, fully intending, even if it were sanctioned, to propose a revision if my expectations of an easier line were fulfilled; and this resolution was strengthened after I found that the estimate was rejected on the score of its heavy cost. The Range Officer's project in one place, and that which caused the greatest part of the expense, was to skirt round the head of a ravine, and after crossing a saddle to make an entirely new and long trace; and it was this part of his scheme that it struck me might be profitably replaced by another mode of meeting the difficulty; I therefore directed him to take a series of levels to see whether it would not be feasible, by throwing up a short embankment and a culvert, to cross the ravine, and by cutting through an intervening saddle join the existing road. This the sequel has proved to be quite practicable, and the result is, that in place of an estimate of Rupees 1,30,740, I have now had estimates framed by the Range Officer for Rupees 51,000; but these also

*Proceedings of the Madras Government, Public Works Department,
13th August, 1870.*

I have requested him to revise in some particulars, and I hope ultimately to be in a position to submit a total estimate not exceeding Rupees 45,800, or only Rupees, 30,000 beyond what was originally granted for simply the culverts. This estimate will include everything that will be required to complete the work thoroughly.

4. I have gone into these particulars in order that His Excellency the Governor in Council may be in a position to judge whether it will be possible to accede to the wishes of the planters of North Wynaad; and I hope I may be permitted to express my entire concurrence in all that is advanced in their letter. The gradients that make the road so particularly objectionable, and which result in making a three days' hard journey of a distance of 18 miles, are all situated within a space of 12 miles; but, unfortunately, though they are some distance from each other, the original road has been so determinately carried out on the old primitive system of going straight ahead, regardless of ascents and descents, that it is by no means an easy task to correct its imperfections; and the nature of the ground requires greater deviation from the existing line than might, at first sight, be thought necessary. The worst gradients are not less than 1 in 9 and 1 in 12; and as it may be imagined such ascents entail no small suffering on the wretched cattle whose lot it is to drag carts up them; and there can be no doubt that these difficulties have a strong effect in deterring cartmen from plying on the line, as well as of raising the rates of hire. It seems also a pity that, with so good a ghaut as the Periah at one end, and an excellent improved road between Manantoddy and the Mysore frontier at Bowally at the other, this gap of 12 miles should so completely spoil the whole line, and so greatly interfere with its use for through traffic.

5. I would also not like to pass unnoticed the proof of the interests considered to be involved in the alteration by the planters that is offered in their agreeing to waive all claim to compensation for land taken up in the carrying out of the work, an instance of liberality the more noticeable inasmuch as it contrasts most favourably with what I have met with in the other division of Wynaad, for which so much more has been done, and where I have found it quite impossible, in the majority of cases, to obtain any such concession, even from those most benefited by improved communications.

6. As soon as the sections, survey, and all requisite particulars have been obtained, I will, if permitted, forward the revised estimates for consideration.

From the Honorary Secretary, Planters' Association of North Wynaad, to the Executive Engineer in charge of Wynaad, dated Manantoddy, 23rd June 1870, No. 108.

I AM directed to draw your attention to the stoppage of improvements on the road leading from Manantoddy to the Periah Ghaut, particularly with reference to the alteration of the steep gradients between Dindimall and Periah. The association was led to hope that the Government would sanction these alterations, and trust that they still will be sanctioned. The ghaut having been opened on such easy gradients, it seems hardly acting consistently to leave the approach to it in such a condition as it now is, the steep gradients offer a considerable obstacle to traffic and have an undoubted effect upon the rates charged. There is an inclination towards a through traffic between Mysore and the coast, via the Periah Ghaut, but while the present steep gradients are maintained, any great increase in this traffic can hardly be anticipated. This is a traffic which would

*Proceedings of the Madras Government, Public Works Department,
13th August 1870.*

be of great service to the district, and one which we trust Government will do all in their power to encourage. The association understands that the alterations required would not entail any very expensive works; and, on behalf of the association, I am authorized to state that the European planters will not look to Government for compensation should it be necessary to pass through any uncultivated jungle belonging to them, and they are willing to forego compensation on cultivated land to the extent of two acres for any one proprietor.

Repairs in some cases have been completed and in others are in progress.

(Signed) R. B. KENNEDY.

2. I am also directed to point out to you the wretched condition of the temporary bridges on this line of road; they are becoming utterly unsafe.

3. The association also wishes to draw your attention to the continuance of a system which has already caused so much inconvenience, namely, that of throwing on to the roadway to fill up gaps a quantity of earth and mud just before the rains commence. In some places this has been done to such an extent as to form a regular bog.

I have already instructed the Range Officer to repair the road surface in the best manner his maintenance grants will afford.

(Signed) R. B. KENNEDY.

No. 206.

ORDER THEREON, 13th August 1870, No. 1,932.

CIVIL WORKS, No. 24.

THE Government recognize the inconvenience which must be occasioned to traffic by the steep gradients of a part of the present road between Manantoddy and the head of the Periah Ghaut, but they are not of opinion that the obstruction offered by those gradients is of such importance as to warrant the construction of a new road on a fresh trace, while so much remains to be done throughout Wynaad to complete the system of roads in course of formation under estimates already sanctioned but not likely to be worked out for some time in consequence of the present stringent limitation of Public Works expenditure.

2. The Government are, however, pleased to learn that the desired improvement of the road may be made by a much slighter deviation than was at first supposed, and at a comparatively small expenditure, and His Excellency the Governor in Council will be prepared to take the plans and estimate into consideration as soon as there is a prospect of funds being available for allotment to the work.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To Major R. B. Kennedy.

Exd. E. C. Shunker.

this

Gobt. of {1870} Madras.

PUBLIC WORKS.

To

MAJOR R. B. KENNEDY.

Dated August 13th.

Recd.

Encl.

G. O., 13th August 1870, No. 1,922

AUGUST.

Nos. 205-206

Road between Manantoddy and the head of the Periah Ghaut, Wynaad.—Passing orders on the letter from the Special Executive Engineer, Wynaad, forwarding copy of a letter from the Secretary to the Planters' Association, regarding the improvements to the road between Manantoddy and the head of the Periah Ghaut, Wynaad.

Planters' Association of
Kerala, Wynaad.
Manantoddy 25 June 1870
Major R. B. Kennedy,
Executive Engineer in charge,
Periah Ghaut.
I am directed to draw your
attention to the stoppage of improvements
on the road leading from Manantoddy
to the Periah Ghaut—particularly with
reference to the alteration of the steep
gradients between Orindimall and Periah.
The Association was led to hope that
the Government would sanction these
alterations, and trust that they still
will be sanctioned. The Ghaut having
been opened in such easy gradients, it
seems hardly acting consistently to leave
the approach to it in such a condition
as it now is. The steep gradients offer a
considerable obstacle to traffic and
have an undoubted effect upon the
rates charged. There is an inclination
towards a through traffic between Mysore
and the Coast via the Periah Ghaut,
but while the present steep gradients
are maintained, any great increase in
this traffic can hardly be anticipated.
this

Special Executive Engineer
Office, Wynand, Wythe, N.Y.
20. July, 1890.

No. 587.

From, The Special Executive Engineer
To, Mr. [illegible]

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that road, as far back as 1865, an estimate
which, partly on account of press of other
work, but chiefly owing to the uncertainty
as

this is a traffic which would be of great
service to the district and one which the
trust Government will do all in their
power to encourage. The Association
understands that the alterations required
would not entail any very expensive
work, and on behalf of the Association
I am authorized to state that the European
Planters will not look to Government for
compensation should it be necessary to
pass through any uncultivated jungle
belonging to them, and they are willing
to forego compensation on cultivated land
to the extent of two acres for any one
proprietor.

I am also directed to inform
you that the projected completion of the
temporary bridges on this line of road
they are becoming utterly unsafe
to draw your attention to the antiquity
of a system which has already caused
so much inconvenience and that of
throwing on to the roadways of
gaps a quantity of earth to fill up
before the rains commence. In some
places this has been done to such an
extent as to form a regular bog.

I have forwarded
Signed, Herbert Dawson
Honorary Secretary
(True Copy)
Major
S. B. Engineer Wynand

118
Repairs in
some cases have
been completed
+ in others are
in progress.
P.B.H.

119
I have already
instructed the
Ranger Office
to repair the
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in the best manner
his maintenance
grants will
afford.
P.B.H.

this is a traffic which would be of great service to the district and one which the Government will do all in their power to encourage. The Association understands that the alterations required would not entail any very expensive works; and on behalf of the Association I am further

Planters we compensate pass through belonging to the future proprietors of the land they are being to draw you of a system so much in throwing on gaps or gaps before the places this extent as they will.

In a letter from the Special Executive Engineer Wynand to the Secretary to Govt. D. P. to No 507. d/20 July 1870.

En. 1.

MM 28/8/70
Copy of a letter from the Honorary Secretary Planters Association North Wynand to the Engineer in charge Wynand dated 28 June 1870.

Signed J. W. Wynand
Honorary Secretary
(True Copy)
Ad. S. K. Major
Special Engineer Wynand

No 507. Special Executive Engineer Office, Wynand, W. P. 20. July 1870.

From The Special Executive Engineer Wynand

To The Secretary to Government Department Public Works Madras.

Sir, I have the honor to forward 8 tabs 23 1870 copy of a letter addressed to me by the Planters Association of North Wynand regarding the Road between the head of the Perish Grant and Mannantoddy. Although the estimate of 2 sent in for the improvement of this section of the Road was rejected, my letter No 506 of the 18th instant will have shown that a certain amount, viz: Rupees 15,000 had been sanctioned for this road, as far back as 1865, an estimate which, partly on account of press of other work, but chiefly owing to the uncertainty as

this is a traffic which would be of great service to the district and one which the Government will do all in their power to encourage. The Association would not entail any very expensive works; and I am confident that the Association will pass through the necessary steps to the Government for the purpose of the proposed system. They are being drawn up of a system so much as throwing on the Government before the public the proposed system.

compensation for the loss of the system.

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Copy of a letter from the Honorary Secretary of the Planters Association of North Wynand to the Engineer in charge of Wynand dated 28 June 1870. —

Signed J. C. Wynand
Honorary Secretary
(True Copy)
Major
Special Engineer Wynand.

No 507. Special Executive Engineer Wynand, Wynand, 20 July 1870.

From The Special Executive Engineer Wynand

To The Secretary to Government Department Public Works Madras.

Sir,

dated 23 1870

I have the honor to forward copy of a letter addressed to me by the Planters Association of North Wynand regarding the Road between the head of the Perish Grant and Manantoddy. Although the estimate of the cost for the improvement of this section of the Road was rejected, my letter No 506 of the 18th instant will have shown that a certain amount, viz: Rspees 15,000 had been sanctioned for that road, as far back as 1865; an estimate which, partly on account of press of other work, but chiefly owing to the uncertainty as

1. whether the road would have to
2. be altered in places where some of the
3. cuttings were situated, was only fear-
4. fully acted upon, and being confined
5. to these parts of the road which I was
6. certain would, under any circumstances,
7. be retained, and was
8. what circumstances the estimate under
9. Rupees 1,30,740- was made. During
10. my absence on leave last year the
11. Charge Officer had been employed in
12. laying out traces, by which all the more
13. objectionable gradients of the road were
14. avoided, and it was only just before
15. the Orders of the Government of India
16. were received directing fresh arrange-
17. ments of estimates, that his committee
18. had, as it will be remembered, the
19. papers very closely on the table when it
20. was necessary for me to leave in my
21. proposals for the Budget of 1870-71
22. and, moreover, placed in a further
23. dilemma by the announcement of the

11K 2
intention of the Supreme Government
to refuse admission into the Budget
to all taken without regularly sanc-
tioned estimate. The proposed
new trace for the Perak Road, and
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the line with the Range Officer, and
I must admit that, although the
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mind to institute a further examina-
tion of the ground to see whether the
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at less cost; and with less work, however,
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strengthened after. I found that the estimate was rejected on the score of its heavy cost. The Range Officers project in one place, and that which caused the greatest part of the expense, was to skirt round the head of a ravine, and after crossing a saddle, to make an entirely new and long trace; and it was this part of the scheme that it struck me might be profitably replaced by another mode of meeting the difficulty. I there-fore directed him to take a series of levels to see whether it would not be feasible, by throwing up a short embankment, and a Culvert, to cross the ravine, and by cutting through an intervening saddle, join the existing road. This the sequel has proved to be quite practicable, and the result is, that in place of an estimate of Rupees 130,740, I have now had estimates framed by the Range Officers for Rupees 51,000, but there also I have

1311
requested him to provide in detail the particulars, and I hope will ultimately be in a position to submit a final estimate not exceeding Rs 1,50,000, or only Rs 3,000 beyond what was originally granted for the Culvert. This estimate will include every-thing that will be required to com-plete the work thoroughly. I have gone into these particulars in order that the Ex-ecutive Council may be in a position to judge whether it will be profitable to accede to the wishes of the Planters of North Wyan, and I hope I may be permitted to express my entire concurrence in all that is advanced in their letter. The gradients that make the road so particularly objectionable, and which result in making a three days' hard journey of a distance of 18 miles are all situated within a space of 12 miles, but, unfortunately, though they

strengthened after. I found that the estimate was rejected on the score of its heavy cost. The Range Officer caused the greatest part of the expense, was to skirt round the head of a ravine, and after crossing a saddle, to make an entirely new, and long trace; and it was this part of his scheme that it struck me might be profitably replaced by another mode of meeting the difficulty. I there-fore directed him to take a series of levels to see whether it would not be feasible, by throwing up a short embankment, and a Culvert, to cross the ravine, and by cutting through an intervening fault, join the existing road. This the sequel has proved to be quite practicable, and the result is, that in place of an estimate of Rspees 130,740, I have now had estimates framed by the Range Officer for Rspees 51,000, but these also

rejected on the score of its heavy cost. I hope ultimately to be able to present a final estimate not exceeding Rspees 100,000, and only Rspees 30,000 beyond what was originally granted for simply the Culvert. This estimate will include every thing that will be required to complete the work thoroughly. I have gone into these particulars in order that the Council may be in a position to judge whether it will be profitable to accede to the wishes of the Planters of North Wyan, and I hope I may be permitted to express my entire confidence in all that is advanced in their letter. The gradients that make the road so particularly objectionable, and which result in making a stage journey of a distance of 18 miles, are all situated within a space of 12 miles, but, unfortunately, though they

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Ref. 1932

Proceedings of the Illias Government
 Under date the 13 July 1870.
 Read the following

From the Special Engineer
 Majors

The Government
 recognizes the inconveni-
 ences which must be
 occasioned to traffic by
 the steep gradients of a
 part of the present road
 between Triantolddy and
 the head of the Periah
 about, but they are not
 of opinion that the obstruc-
 tion offered by those
 gradients is of such im-
 portance as to warrant
 the construction of a new
 road on a fresh trace

[Handwritten initials or signature.]

This idea has been given
 by Messrs R. of London

forwarded the revised estimates for
 consideration. I have the honor to be

[Faint, mostly illegible handwritten text, possibly a letter or report.]

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P. H. Delt

No 1932

Proceedings of the Madras Government
 Under Order No 13 July 1870.
 Had the following

From the Special Engineer
 Mysore 1857/20 July 1870.

[Handwritten initials or signature.]

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funds being available
for allotment to the work.

W.B.

Major R. B. Kennedy

Sept 16/87

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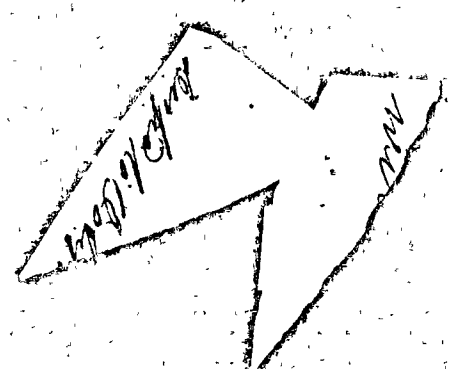
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1-28 July 1970 By: [illegible]

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No 2841

Subt. of 1870

PUBLIC WORKS.

to Major E. B. Kennedy

Dated

Recd.

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G. O. 13th Aug 1870, No. 1932

115-206

ad between Maunukaddy
and the head of the Serial
out, Wynand. Papering orders
the letter from the Special
Ingr. Wynand, forwarding
by Pa letter from the Secretary
The Planters Association,
regarding the improvements
the road between Maunukaddy
& the head of the Serial
out, Wynand.

1.28 July/70 By 6th inst

1.28 July/70