

(1) Number of pages _____

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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public works. DEPARTMENT

G.O. No.	530	Press
B.P.—No.		Mis.
19623		
Dated	2. 3-1874	195

Not to be folded or roughly handled

Read the following papers:—

- No. 19. From District Engineer, to Commissioner, Neilgherries, dated 6th October 1873, No. 185.
No. 20. From the Commissioner, Neilgherries, to the Chief Secretary to Government, dated 31st October 1873, No. 55.
No. 21. From the District Engineer, Neilgherries, to the Chief Engineer and Secretary to Government, dated 26th November 1873, No. 214.
No. 22. From do. do. do., dated 12th January 1874, No. 16.

No. 23. ORDER THEREON, 2nd March 1874, No. 530.

CIVIL WORKS, No. 3.

THE above correspondence relates to roads in the vicinity of Coonoor, known as the road to Lady Canning's Seat and the Tiger Hill Road; for the former of which an estimate of Rs. 6,000 was sanctioned in G. O., No. 1,902, of 28th July 1873, Rupees 3,500 being allotted for expenditure in the current year, and for the latter of which an allotment of Rupees 2,500 was made in G. O., No. 1,999, of 12th August 1873, on an estimate which is now submitted and sanctioned.

2. Common to both roads as a connecting link with Coonoor, but forming an integral portion of the former line, which, besides its attractions as a pleasure road, facilitates communication with some 400 acres of coffee land in full bearing, is nearly half a mile of line the revised trace of which must infringe to a greater or less extent on the Brooklands Tea Estate; to pay for which compensation to the extent of Rupees 300 was provided in the estimate of the road to Lady Canning's Seat. The District Engineer has estimated for two lines of trace, the compensation for which he calculates at Rupees 2,935 and Rupees 1,632 respectively. The cost and needlessly easy gradient of the former throw it out of consideration; while of the other it appears that double the usual distance below the central line has been allowed by the District Engineer, and the rate of compensation calculated at Rupees 1,000 per acre, a rate apparently acquiesced in by the Commissioner. There do not appear to be any valid grounds for taking up more than half a chain, as usual, below the centre line of the trace, and the valuation of the land is evidently excessive. On this point a reference will be made to the Revenue Department.

3. The District Engineer's proposal in letter No. 214, of 26th November, to omit this half mile from his original estimate cannot be approved. He will on the contrary submit an estimate of compensation for the shorter length of new road, based on the usual allowance as to width to be taken up, and on a more reasonable valuation. The work must be carried through; and the land, if necessary, taken up under the Act, and valued in accordance with its provisions. Immediate steps should be taken in the matter with a view that the new roads may be thoroughly accessible for carriages early in the approaching season.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the District Engineer, Neilgherries.
„ Inspecting Engineer for Communications.
„ Financial Department.
„ Devenue do.
„ Officiating Controller of Public Works Accounts.

Exd. S. T. Austin.

Spare Copies

offer

No 185

From

W. 7-10-73
Potacamund 3V
District Engineer's Office
1st October 1873

The District Engineer
Nilghevries

To
The Commissioner
Nilghevries

Sir

With reference to my letters Nos 132 and 146 of the 11th and 19th August last respectively I have the honor to inform you that I have visited the Estate (thereto referred to) with its owner and beg to forward two statements shewing the area of land in Mr Kirby's Tea Estate of Brooklands which will be taken up by a part of the Tiger Hill road and for which compensation will have to be paid.

2 The 1st statement marked A shows the area taken up by a track running up through a comparatively small part of the Estate for a distance of 305 yards at the severe gradient of 1 in 17. As the surface of the Estate here is steep I have calculated that tea trees will be injured below the road for a distance from its centre of 22 yards & for no lesser distance will the owner consent to accept compensation. Above the road the measurements are made up to the Estate boundary although so much land will neither be taken up nor injured. But this in my opinion is necessary as it is obvious unfair to cut off a long thin strip of the Estate with one or two rows of trees upon it and offer

11th that to the owner. These measurements give ^{acre road Perches} $1-2-21-28-1$ but which at £1000 per acre will cost £1632-6-10.

3. The 2^d Statement marked B shows the Area of land which will be taken up by running a longer but much easier trace of 1 in 25 up to the Australian wooded saddle. Here the surface of the estate being less steep, the owner will be satisfied with 11 yards below and 11 yards above the road, this being the usual length given. These measurements give ^{acre road Perches} $2-3-29-21-2$ which at £1000 per acre will cost £2935-5-5.

4. The cost of making the Tiger Hill road will be the same in either case as the total length of the road will remain the same. In speaking of longer and shorter traces I refer only to the parts running through the estate.

5. I would myself prefer taking the road through the plantation by the longer trace and paying the higher compensation. And there are two reasons. The road is merely a pleasure road for carriages. The rest of it has easy gradients which only in two places and then for very short distances rise as steep as 1 in 17. And this portion of the Tiger Hill road running through the estate forms part of the Lady Cannings seat road which enjoys gradients of the lightest possible kind and for which funds are provided.

6. In fact the question resolves itself into this. Is it worth while to pay £1303 additional compensation to obtain a much easier gradient for 683 yards or $6\frac{3}{4}$ miles of road, the other gradients of which are light, upon which an expenditure of

of £1200 is being incurred, and which are intended merely for roads of pleasure for the Coonoor residents.

7. As this matter has been long under reference and as I am anxious to make the road through the estate with the least possible delay may I request you will be good enough to have this point settled as early as possible. A reference to Government may perhaps be the speediest way of disposing of this subject.

I have the honor to be

Sir
Your most obedient servant

J. Morant Capt R.E.
District Engineer

not necessary property

1100 that to the owner. These measurements

12/19

As per Engineer's
enclosure 2 statements
showing the area of land
in Mr. Kirby's estate
which will be taken
up by a part of the
Seymour Hill Road &
for which compensation
will have to be paid

Richard Engineer
Nilgiris
Sailed 6th } October 1893.
Recd 7th }
No 185.
From 530-2-3-74-
P. M. 530/74

Road 2

No. 55

COMMISSIONER'S OFFICE.
Ootacamund, 31 October 1893.

FROM

J. R. Cockrell Esq.
COMMISSIONER, NILGIRIS.

TO

The Chief Secretary
to Government
Madras

SIR,

With reference to Government Order Public
Works Department 25th July 1893 & 1902 al-
lotting funds for opening Lady Cannings Road
at Coonoor to a minimum width of 9 feet
on a revised estimate of Rs 6000 including com-
pensation to the Proprietor of Brooklands
for land to be taken up for the road through
the Brooklands Estate I have the honor
to submit for orders a letter in original to
my address from the District Engineer re-
specting that the line adopted through
Brooklands shall be a line the compen-
sation for which will cost Rs 2935-5-0
in preference to a steeper line originally
selected, which Captain Morant now finds
will cost Rs 1632-6-10.

2 If the Government contemplate making
the road a carriage road at a future time
an improvement however which I have
every reason to believe will be very costly,
it may be better to adopt at once the
easier and more expensive gradient through
Mr Kirby's property.

I

No 214

Potacamund
District Engineer's Office
26th November 1873

From

The District Engineer
Neilgherries

To

The Chief Engineer &
Secretary to Government
P. P. W.
Madras.

Sir

In G. O. P. W. O No 1902 of the 28th July last an estimate amounting to Rs 6000 was sanctioned for opening Lady Canning's Seat Road to a minimum width of 9 feet. That estimate provided for the making of a part of the road through the Brooklands Sea Estate, for which a compensation of Rs 300 only was entered.

2. As there seems difficulties in the way of making this portion of road I have the honor to submit a revised estimate amounting to Rs 5450 for the road from the Australian Lope just above the Brooklands Sea Estate to Lady Canning's Seat.

3. I have quite recently been over the road & find from the peculiar nature of the ground that it is quite impossible to reduce the estimate without greatly sacrificing the future efficiency of the road. A large body of coolies are now working on the road, & arrangements have been made to expend the whole of the current year's allotment viz Rs 3500. The balance required next year will be only Rs 1950.

4. This road enables several coffee estates totalling something like 400 acres ^{under cultivation} to communicate with Coonoor.

I

P. W. 504/74
Railway letter to
Government dated 31st October 1873
P. W. 2 and 3 dated 11/4
In N: 20.

I have the honor to be
Sir

Yours most obedt. Servt.

James M. Norton. Capt. R. E.
District Engineer

PK 1273 Diabete
Dingy on the
29th 1852

From
The Bristol Engine
Works

Sale of 26th }
Recd of 28th }
205th 1873

B. No. 214-
 No. 530-2 characterizing
 Submitting a

Revised Estimates
amounting to Rs.

5,450 for constructing
a road from the
Onoban Top to

Lady Conyngh's seat
in Do. Broom and

Sept 21
Sept 26 Oct 18 May 1796
Cir 26 Jan 1796

Cir 26 Jan 1966

Estimate No. 62 of 1873-74

13V

Work Converting into a good Bridle Road (nowhere less than 9 ft.) the Road from ^{the frustration of the} ~~San Bell~~ Bridges to Lady Cannings Seat. Distance 4 miles 5 furlongs 193½ yards.

Measurement				Contents		Particulars of Work	
No	L	B	A				
260	1	2	520			From Australian Tote to 1 st Kullah	
50	10	3	1500			From 1 st Kullah to Mr. Waits Road	
71	3	6	1278			From Mr. Waits Road to Old Road	
120	2	5	1200			From Old Road to 1 st Concave	
115	2	1½	345			From 1 st Concave to 2 nd Crossing Old Road	
347	2	4	2776			From 2 nd Crossing to 2 nd Spur	
60	2	4	480			From 3 rd to 4 th Kullah	
30	2	3	180			do do	
296	2	3	1776			From 3 rd Spur to 5 th Kullah	
102	2	3	612			do do	
20	2	3	120			do do	
50	2	5	500			do do	
80	2	3	480			From 5 th Kullah to 1 st Large Revetment	
100	2	5	1000			From Common Drain to Sheet Rock	
30	2	4	240			do do	
50	2	4	400			do do	
120	2	8	1920			do do	
69	3	5	1035			do do	
250	3	5	3750			From Sheet Rock to Ind. Sholah	
50	2	4	400			From Ind. Sholah to Lamb's Rock Road	
2400	2	1½	7200			From Lamb's Rock Road to 1 st Large Stream	
138	1	1	138			From 1 st Large Stream to Ind. Sholah	
201	2	1	402			From Ind. Sholah to 2 nd Large Stream	
65	3	12	2340			do do	
120	12	1	1440			From 2 nd Large Stream to Small Stream	
114	3	9	3078			do do	
91	10	9	8100			From Small Stream to Large Revetment	
33	9	1½	445½			do do	
			43655½			Carried over	

43655½ Brought forward
 30 9 1½ 406 From small stream to Large Revetment
 128 4 6 3072 From Large Revetment to Lady Canning's Seat
 25000 2 1½ 75000 Catch Drain all along
 122132½ cubic feet

4523½ cubic yards Earthwork Easy

150 10 2 3000 Earth filling from 5th Mullah to 1st Large Revetment
 60 10 1 600 do do
 350 10 2 7000 do do
 72 5 3 1080 Foundations from Sheet rock to End Sholah
 72 5 3 1080 do do
 72 4 5 1440 Earth filling do do
 350 10 3 10500 do do
 8 20 4 3 1920 Foundations from Lamb Rock Road to 1st Large Revetment
 250 6 4 6000 do do
 250 5 6 7500 Earth filling do do
 270 6 5 8100 Foundations from Big Revetment to Lady C's Seat
 270 7 6 11340 Earth filling do do
 3½ 24 10 8 6720 Foundations to 1st Glass Drain
 2 24 9 8 3456 do do
 69736 cubic feet
 2583 cubic yards Earth filling & Foundations

34 2 3 204 Parapet near 2nd Mullah
 6 2 3 36 do do
 40 2 3 240 Parapets from 3rd to 4th Mullah
 51 2 3 306 do do
 112 2 3 672 do do
 72 2 3 72 do do
 33 2 3 198 do do
 1 150 2 3 900 do 5th Mullah to 1st Large Revetment
 150 2 3 900 Revetment from do do
 41 2 3 246 Parapets from 1st Large Revetment to Common Drain
 30 2 3 180 do do
 3954 Carried over

3954 Brought forward
 36 2 3 216 Parapet from Common Drain to Sheet rock
 48 2 3 240 do do
 120 2 3 720 do do
 100 2 3 600 do do
 52 2 3 312 do do
 350 2 3 2100 do do
 350 3 3 3150 Revetment from do do
 72 4 8 2304 do Sheet rock to End Sholah
 72 2 3 432 Parapet from do do
 72 4 10 2880 Revetment from do do
 72 2 3 432 Parapet from do do
 8 20 3½ 6 3360 Revetments from Lamb Rock Road to 1st Large Stream
 8 20 3 2 960 Parapets do do
 250 5 15 18750 Revetment from small stream to Big Revetment
 250 2 3 1500 Parapet from do do
 12 2 3 72 do Big Revetment to Lady Canning's Seat
 270 2 3 1620 do do
 270 5 15 20250 Revetment do do
 30 3 8 720 do do
 30 3 8 720 do do
 30 2 3 180 Parapet do do

3½ 18 10 1½ 945 Flooring to 1st Glass Drain
 7 18 3 4 1512 side walls do
 7 6 3 6 756 Wings to mouths including Foundations
 2 18 9 1½ 486 Flooring to 2nd Glass Drain
 4 18 3 4 864 side walls do
 4 6 3 6 432 Wings to mouths including Foundations
 70467 cubic feet

2609¾ cubic yards Roughstone Work

2 2 2 8 From 3rd to 4th Mullah
 2 1½ 1 3 do do
 8 2 3 48 From 3rd Spur to 5th Mullah
 40 3 4 480 do do
 539 Carried over

539	Brought forward	
5 3 2 30	From 3 rd Spur to 5 th Nullah	
4 6 3 72	do	do
4 4 6 96	do	do
22 3 3 198	do	do
70 2 4 560	do	do
6 3 2 36	From 5 th Nullah to 1 st Large Rivetment	
2 21 2 3 252	do	do
2 10 2 3 120	From Common Drains to Sheet rock	
20 2 3 120	do	do
10 4 4 160	do	do
6 3 3 54	do	do
6 3 3 54	From Sheet rock to end Sholah	
9 8 8 576	do	do
28 6 5 840	do	do
38 3 7 798	do	do
2 6 4 4 192	From end Sholah to Lamb's Rock Road	
24 3 4 288	do	do
69 2 3 414	do	do
20 3 4 240	do	do
15 3 3 135	do	do
3 3 2 18	do	do
6 3 2 36	do	do
8 3 2 48	do	do
2 3 3 3 54	do	do
6 3 2 36	do	do
12 3 3 108	do	do
6 6 3 108	do	do
4 4 4 64	From Lamb's Rock Road to Large Stream	
10 6 4 240	From Large Stream to end Sholah	
6 4 3 72	From end Sholah to 2 nd Large Stream	
3 3 3 27	From 2 nd Large Stream to small Stream	
30 3 7 630	do	do
75 2 3 450	do	do
9 5 2 90	From small Stream to Big Rivetment	
3 2 2 12	do	do
3 3 3 81	do	do
20 12 6 1440	do	do
9288	Carried over	

9288	Brought forward
20 6 12 1440	From Big Rivetment to Lady Bannings Seat
10728	Cubic feet
397 1/2	Cubic yards Blasting & Removing Rocks
108	6 feet covering stones
50	5 feet covering stones
37	Common Drains

Revised
Abstract Estimate No 62 of 1873-74
Kelgherry District

Work — Cost of converting into a good Bridle Road (nowhere less than 9 feet) the Road from ~~the Australasian Pipe~~ ^{the Australasian Pipe} ~~the Hill Bridge~~ to Lady Bannings Seat — (Distance 4 miles, 5 furlongs 19 3/4 yards)

Quantity	Particulars of Work	Rate Per	Amount Total
4523 1/2	Cubic yards earthwork lay	2 c. per	565 7/8
2583	do earthfilling & Formations	28 do	430 8/10
2610	do Roughstone Work	12 do	195 7/8
398	do Blasting & Removing Rocks	2 8 do	99 5/10
108	6 feet covering stones	3 8 each	378
50	5 feet covering stones	3 do	150
37	Common Drains	13 do	481
			4957 7/10
	Supdt & Sundries		492 9/10
	Total Estimate Rupees		5450

Specification

Amount of Estimate Rs Two thous and four Hundred and fifty

Earthwork. The Bank to be cut down wherever the road is less than 9 feet in width so as to have a roadway of at least 9 feet throughout. All parts too high to be reduced to proper level. The Bank to be cut as even & as straight as possible so as to present a finished appearance. A catch Drain to be constructed the whole way viz from Fern Hill Bridge to Lady

to Lady Cummings St.
 Earthfilling and Foundations 3 All Revetments to be filled up to road level. Those parts of the ~~width~~ road which are to low to be raised with earth. Foundations to be excavated until good solid ground is obtained to be level at bottom & where the ground slopes to much to be stepped.

Revetments To be built of good large & hard stones raised to road level, bond stones to be introduced as much as possible, interstices to be filled in with small stones, the whole to be neatly finished off. Revetments over 15 feet in depth to have a base of 7 feet in width. All old Revetments to be raised to proper level. Revetments to be at least 12 feet clear where rocks impede, all other places 15 feet.

Parapets All revetments & drains old as well as new to have parapet walls 2' x 3'.

Drains All drains to be 18 feet in length including parapets.

Blacking and removing rocks 3 all rocks to be blacked & removed so as to give a clear roadway of 9 feet & in no case are stones to project beyond the Bank. In parts where the roadway is more than 9 feet the rocks to be blacked & removed so as to be in a straight line with the Bank.

Covering stones For 1st class Drain 6' x 1 1/2' 2nd class Drains 5' x 1 x 5/12

Potacumund
 District Engineers Office
 November 1873

James Munn
 Capt. R.
 District Engineer

Estimate to of 1873-74 21V
 Veilgherry District
 Work Completing the road from Fern Bridge around Tiger & Quail Hills to the Australian Slope at junction of Lamb's rock Road.

Measurements	Contents	Particulars of Work			
No	L	T	B	Q	
1	12	6	1	72	From Fern Hill Bridge going S.W. to 300 feet
1	66	3	5	990	do do
1	300	3	4	3600	From 300 to 600 feet
1	300	2	3	1800	do 600 to 900 do
1	300	2	2	1200	do 900 to 1200 do
1	300	2	3	1800	do 1200 to 1500 do
300	1	3½		1050	do 1800 to 2100 do
300	1	3½		1050	do 2400 to 2700 do
300	2	3½		2100	do 2700 to 3000 do
300	1	5½		1050	do 3000 to 3300 do
300	1	3		900	do 3300 to 3600 do
300	1	3		900	do 3600 to 3900 do
300	2	5		3000	do 3900 to 4200 do
300	2	7½		4500	do 4200 to 4500 do
300	2	6½		3900	do 4500 to 4800 do
300	2	6		3600	do 4800 to 5100 do
300	2	6		3600	do 5100 to 5400 do
174	3	8		4176	do 5400 to 5700 do
300	2	10		6000	do 5700 to 6000 do
300	3	8		7200	do 6000 to 6300 do
300	2	5		3000	do 6900 to 7200 do
300	2	4		2400	do 7200 to 7500 do
300	1	3½		1050	do 7500 to 7800 do
300	3½	2½		2625	do 7800 to 8100 do
300	4	2		2400	do 8100 to 8400 do
300	2	3		1800	do 8400 to 8700 do
300	4	2		2400	do 9000 to 9300 do
68163					carried over

68,163 Brought forward
 300 3 1/2 4 4,200 From 9300 to 9600 ft
 300 4 3 1/2 4,200 do 9600 to 9900
 300 6 3 5,400 do 9900 to Australian Trench at

8700 2 1 1/2 26,100 Junction of Lamb's Rock Road
 108,063 Catchdrain, all around
 4002 cubic feet
 4002 cubic yards Earthwork last

300 3 5 4500 From 1500 to 1800
 300 2 3 1800 do 2100 to 2400
 300 3 5 4500 do 6300 to 6600
 300 3 6 5400 do 6600 to 6900
 300 3 3 2700 do 8700 to 9000
 18900 cubic feet
 700 cubic yds Earthwork Hard Soil

50 3 2 300 Parapet wall from Fern Hill Bridge going SW to 300 ft
 72 4 8 2304 Revetment do do
 72 2 3 432 Parapet do do
 50 3 3 450 do from 300 to 600 ft
 18 4 6 432 Revetment from 900 to 1200 feet
 18 2 3 108 Parapet do
 51 4 1/2 10 2295 Revetment from 5400 to 5700 feet
 24 4 1/2 10 1080 do do
 126 2 3 756 Parapet from do
 8157 cubic feet
 302 cubic yds Roughstone Work

3 2 1 1/4 7 1/2 From Fern Hill Bridge going SW to 300 ft
 12 4 3 144 do do
 12 4 3 144 do do
 3 3 1 1/2 13 1/2 do do
 3 3 5 45 From 300 to 600 feet
 354 Carried over

354 Brought forward
 6 4 1/2 1 1/2 40 1/2 From 600 to 900 feet
 15 4 1/2 2 135 do 1800 to 2100 do
 15 3 2 90 do do do
 12 2 2 1/2 60 do 2100 to 2400 do
 6 2 3 36 do do do
 13 4 2 1/2 130 do do do
 2 2 2 1 1/2 12 do do do
 15 3 1 1/4 56 1/4 do do do
 1 2 1 2 do do do
 4 3 1 1/2 18 do do do
 30 4 2 240 do do do
 3 2 2 12 do 2400 to 2700 feet
 6 2 1/2 4 60 do do do
 3 2 2 12 do do do
 4 2 2 16 do do do
 5 3 2 30 do do do
 2 1/2 2 2 10 do do do
 4 4 2 32 do 2700 to 3000 feet
 9 3 2 54 do 3000 to 3300 feet
 4 2 2 16 do do do
 4 3 3 36 do do do
 6 2 3 36 do do do
 3 4 3 36 do do do
 9 4 2 72 do do do
 13 4 2 1/2 130 do 3300 to 3600 feet
 12 4 2 1/2 120 do do do
 6 3 4 72 do 3600 to 3900 feet
 8 3 4 96 do do do
 36 4 4 576 do 3900 to 4200 feet
 12 4 2 96 do do do
 36 4 4 576 do do do
 12 4 2 96 do do do
 3 3 2 18 do 4200 to 4500 feet
 3375 3/4 Carried over

23V

3375 $\frac{3}{4}$ Brought forward
 From 4200 to 4500 feet

2	3	2	12	do	do
6	4	2	48	do	do
18	3	5	270	do	do
12	4	2	96	do	do
6	4	4	96	do	do
6	4	2	48	do	do
30	4	4	480	do	do
33	6	3	594	do	do
8	4	4	128	do	4800 to 5100 feet
5	4	4	80	do	do
10	4	3	120	do	do
5	4	4	80	do	do
6	4	3	72	do	5100 to 5400 feet
15	7	3	315	do	do
6	4	3 $\frac{1}{2}$	84	do	do
6	4	3	72	do	do
3	3	3	27	do	do
6	4	4	96	do	do
4	3	3	36	do	do
6	3	3	54	do	5400 to 5700 feet
15	3	5	225	do	do
15	3	5	225	do	do
6	3	3	54	do	5700 to 6000 feet
10	4	3	120	do	do
4	3	2	24	do	do
12	4	2	96	do	do
15	4	2	120	do	6000 to 6300 feet
12	4	3	144	do	do
5	3	2	30	do	do
3	4	2	24	do	do
6	4	3	72	do	do
18	4	3	216	do	do
10	4	3	120	do	do
3	2	2	12	do	do
10	4	4	160	do	do
11	4	3	120	do	do

7945 $\frac{3}{4}$ Carried over

7945 $\frac{3}{4}$ Brought forward
 From 6200 to 6600 feet

10	5	2	100	do	do
21	4	3	252	do	do
4	4	3	48	do	do
15	5	5	375	do	do
3	3	2	18	do	do
3	3	3	27	do	do
39	5	4	780	do	do
36	5	4	720	do	6600 to 6900 feet
2	2	2	8	do	do
24	7	6	1008	do	do
3	2	2	12	do	do
4	3	3	36	do	do
6	3	2	36	do	do
3	3	3	27	do	do
9	4	3	108	do	do
30	5	4	600	do	6900 to 7200 feet
3	4	3	36	do	do
12	4	3	144	do	do
5	4	2 $\frac{1}{2}$	50	do	do
4	3	2	24	do	do
3	3	3	27	do	do
4	2	2	16	do	7200 to 7500 feet
6	4	2	48	do	7500 to 7800 feet
2	2	2	8	do	8400 to 8700 feet
3	2	2	12	do	do
3	5	3	45	do	do
4	3	3	36	do	do
3	5	3	45	do	do
2	2	2	8	do	8700 to 9000 feet
5	4	3	60	do	do

12659 $\frac{3}{4}$ Cubic feet
 469 Cubic Yards Blasting & removing Rocks

72 4 10 2880 From Fern Hill Bridge going S.W. to 300 feet
 18 2 8 288 do 900 to 1200 feet
 126 14 2 3528 do 5400 to 5700 feet
 6696 Cubic feet
 208 Cubic Yds. Permanent filling

1 From Fern Hill Bridge going S.W. to 300 feet
 1 do 900 to 1200 feet
 2 Carried over

- 2 Brought
 1 From 1500 to 1800 feet
 1 do 2100 to 2400 do
 1 do 2700 to 3000 do
 1 do 3900 to 4200 do
 1 do 4500 to 4800 do
 1 do 5100 to 5400 do
 1 do 5700 to 6000 do
 1 do 6600 to 6900 do
 1 do 8100 to 8400 do
 1 do 8400 to 8700 do
 1 do 9000 to 9300 do
 1 do 9600 to 9900 do
 1 At junction with Lamb's Rock Road
 15 Common culverts
 6' 11" 6" 19 Covering Stones

Abstract Estimate No. of 1873-74
 Kailashpur District

Work — Cost of completing the road from Tim Hill Bridge
 around Tiger & Quail Hills to the Australian Trench at
 Junction of Lamb's Rock Road

Quantities	Particulars of Work	Rate Per	Amount Total
4002	6 yards earthwork easy	2 c. 500	4.
700	do do Hard	1 .. 600	116 10 8
302	do Roughstone Work	2 c. 226	8.
469	do Blasting & removing rocks	2 8. do	116 28.
248	do Earthfilling	1 .. 600	41 54
15	Common Drains	11 .. arch.	165.
19	Covering Stones	3 8. do	66 8.
			2278 12.
	Supd. Expenses		221 4.
	Total Estimate Rupees		2500.

Amount of Estimate Rs Two Thousand Five Hundred

Earthwork — The Bank to be cut down so as to form of Roadway of 12 feet clear allowing at the outer edge of the road for washing or loss by rain.

Stonework — Revetments to be built so as to allow a clear space of 12 ft exclusive of breadth of parapets. All revetments to have a parapet on top. Parapets walls to be constructed at dangerous places 2 feet wide & 3 feet high.

Blasting — All rocks to be blasted & removed so as to give a clear space of 12 feet. No projecting rocks to be allowed to remain. All must be removed in line with cutting ground rocks to be removed to a depth of 1 foot below surface.

Filling — Revetments. All revetments to be filled in with earth, the top barrelled.

Road — To be cleared from Rocks & stones, barrelled in centre, the cutting of bank to be as straight as possible, & not to present a wavy appearance.

Drains or culverts. All 3^d class drains to be 15' x 2' x 2' with parapet at both ends.

Catch Drains. To be excavated all around the road to be 2 1/2 ft wide on top & 1 1/2' at bottom less than 1 1/2' in depth.

District Engineer's Office
 Ootacamund
 12th January 1874

Approved
 District Engineer

29V
Potacamund
District Engineers office
12th January 1874

No 16

From The District Engineer
Neilgherries

To The Chief Engineer
& Secretary to Government
D. P. W.
Madras.

Sir In G. O. No 1999 of 12th August
1873 funds were allotted for the
Tiger Hill at Coonoor to the amount
of Rs. 2500.

2. An estimate for this road
was then ready and (you having
seen it) it was given by me to
one of my clerks to copy. It was
mislaid & overlooked.

3. I have now the honor to submit
it for formal sanction. The work
has been completed. It consists
of a carriage road 12½ feet wide
from the Tiger Hill Bridge at
Coonoor round the Tiger & Quail
Hills to the Australian top on
the

25. 7 2nd March/74.
In No. 22.

Estimate No 79

1873-74
Neilgherry District

Completing the road
from Tiger Hill
Bridge around the
Tiger & Quail Hills
to the Australian
top at the junction
of the two hills

~~No 2572~~

P. W. 207/74

the road to Lady Canning's seat.

4. Apologizing for the delay in the submission of this estimate which has arisen from an unfortunate oversight.

I have the honor to be
Sir

Your most obed^t serv^t

John Horne

Captain R.E.
District Engineer

P.W. 1874 Depart
 No 201.

The District Engineer
 Nilgherries
 To The Chief Engineer
 & Secretary to Govt
 D. P. W.
 Madras

Dated 12th January 1874
 Received 14th

To 16
 Env. 15
 Submits for formal
 sanction an estimate
 amounting to Rs 2500
 for widening to 12½
 feet the Tiger Hill
 road at Coonoor
 No 530 - 2nd class 1/4

No 22
 Recd to Clerk 15 May 74
 Air 26 Aug 74

Area of a = 65 x 15 = 975
 do b = 50 x 28½ = 1425
 do c = 100 x 4½ = 450
 do d = 100 x 51 = 5100
 do e = 100 x 62½ = 6250
 do f = 100 x 64 = 6400
 do g = 100 x 55 = 5500
 do h = 100 x 54½ = 5450
 do i = 100 x 54 = 5400
 do k = 100 x 35½ = 3550

44,200 sq feet

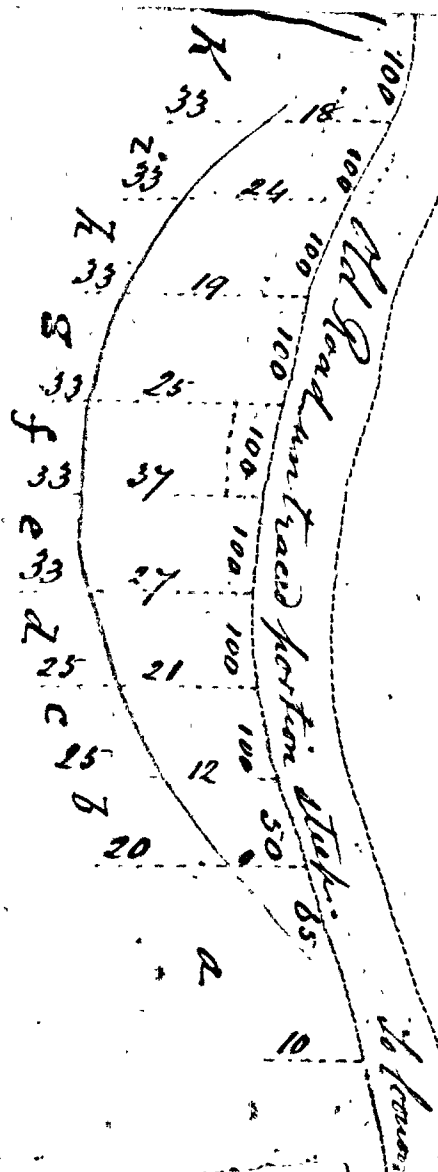
acres - Rows - Perches - yds - ft
 1 - 0 - 2 - 10 - 5

P.W. Dept. 35th Canal
 Madras

Old road portion formerly kept clear 17

See Memo

Chief Engineer
 District Engineer



Dotted line existing Road
 All the proposed new trace

J.W. Sept. 135V

530

Proceedings of the Madras Government
Under date the January 1874 -

Read the following
From Dist Eng. to Commissioner
From the Commissioner
to the Chief Secy to Govt.
From the District Engineer D.
From D. — D. — D.
(Here enter No 185 of 6th October 1873)
(Here enter No 55 of 31st October 1873)
(Here enter No 214 of 26th Nov. 1873)
(Here enter No 16 of 12th January 1874)

The above Corres-
-pondence relates to Roads
in the Vicinity of Coonoor
known as the Road to
Lady Canning's Seat,
and the Tiger Hill Road,
for the former of which
an Estimate of Repairs had
was sanctioned in G.O.
No

2/2
J.W.

638
1871

dist. Eng. to
Commissioner

Recd 14th
Recd 21st of
1882

G.O. 530-2-3-74

Recd

the Dist. Engineer requests
an early settlement
of compensation
to the party from
his estate from
the Lady Canning's
seat. Hence

Nov 148074

Dec 1176/74

No 1902 of 28th July 1873,
Rupees 3500 being allotted
for expenditure in the current
year, and for the latter of
which an allotment of
Rupees 2500 was made
in G.O. No 1999 of 12th
August 1873 on an Esti-
-mate which is now sub-
-mitted and sanctioned.

Common to both
roads as a connecting link
with Coonoor, but forming
an ^{integral} ~~essential~~ portion of the
former line, which, besides
its attractions as a plea-
-sure road, facilitates com-
-munication with some
400 acres of Coffee land in
full bearing, is nearly
half

37^v
half a mile of line the
revised trace of which
must infringe to a
greater or less extent on
the Brooklands Tea Es-
-tate; to pay for which, com-
-pensation to the extent
of Rupees 300 was pro-
-vided in the Estimate
of the Road to Lady
Canning's ~~Seat~~ ^{Seat}. The
District Engineer has
estimated for two miles
of trace, the compensation
for which he calculates
at Rupees 2935 and
Rupees 1632 respectively.
The cost and need of a
easy gradient of the
former, throw it out
of

of consideration; while of
the other it appears that
double the usual distance
below the center line has
been allowed by the District
Engineer, and the rate of
compensation calculated
at Rupees 1000 per acre;
a rate apparently acqui-
esced in by the Commis-
sioner. There do not
appear to be any valid
grounds for taking up
more than half a chain,
as usual, below the centro-
line of the track, and
the valuation of the land
is evidently excessive. — On this point the Department
will be made & the
Res. Dept

The District En-
gineer's proposal in letter
No.

39V
letter No 214 of 26th November
to omit this half mile
from his original Estimate
cannot be approved. He
will on the contrary, sub-
mit an Estimate of
compensation for the
shorter length of new
road, based on the usual
allowance as to width
to be taken up, and
on a more reasonable
valuation. The work
must be carried through;
and the land, if necessary,
taken up under the
Act, and valued by
arbitration. Immediate
steps should be taken
in the matter with a
view

accordance with
provisions

view that the new Road.
may be thoroughly accepti-
ble for Carriages early
in the approaching season.
C.M.W.

Distt. Eng. - heathernis ✓
I. Eng. for Carriage ✓
Fuel Dept ✓
Rev. Dept ✓
Control ✓

Dispe. with S.C. 4/3/74.

1923.

Cir 26 June 74

(25)

James J. A. Smith, Esq.
Att. Gen. of the State

3-5-24

Permit 30000
21.2.21

[Signature]

~~since the new Road.~~

6452
201
504

Govt. of 1871 Madras.

PUBLIC WORKS.

To the District Engineer
Madras

Dated

Recd.

Encl. 1

G. O. 22nd Dec. 1871 No. 530-

For 19th Dec

Issuing instructions
regarding certain roads
in Coimbatore and
the acquisition of land
required in connection
therewith -