

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	848	Press
B.P. No.		Mis.
Dated	25-3-	1874 195

Original

Not to be folded or roughly handled

105

*Proceedings of the Madras Government, Public Works Department,
25th March 1874.*

No. 695. Read the following papers:—

From Colonel J. BEAN, R.E., District Engineer, Coimbatore, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Coimbatore, 20th February, 1874, No. 104.

I HAVE the honour to request that a further sum of Rupees 1,500 from Provincial Funds may be granted; if available, for the Poonachy Ghaut, Annamallay Hills, for expenditure in February and March.

2. The Assistant Engineer Mr. Johnston did not apply for any extra funds for this work in his demand statement lately received, but he has now asked for the above amount.

REFERRED, for early report, to the Inspecting Engineer for Communications.
FORT ST. GEORGE, (Signed) G. W. WALKER, Colonel, R.E.,
24th February 1874. Secretary to Government.

No. 696. From Lieutenant-Colonel W. T. F. FAREWELL, Inspecting Engineer for Ports and Communications, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Chepauk, 26th February 1874, No. 680-60.

WITH reference to G.O. No. 1,534, dated 10th June 1873; passing orders regarding the construction of a new ghaut to the Poonachy saddle on the Annamallay Hills in the Coimbatore District, I have the honour to report

- 1 Sketch, marked A.
- 1 Memorandum of expenditure.
- 1 Statement of work done.

that on receipt of the order in question, through the District Engineer of Coimbatore, I issued written instructions regarding the mode in which the work was to be conducted, and called upon the District Engineers of Coimbatore and the Neilgherries to supply the subordinate superintendence required. I myself was on duty on the Western Coast, and could not possibly proceed to attend to the ghaut work until the beginning of August, about which time Mr. Assistant Engineer Johnston and his subordinates, Manuel Pillay and Manikavasagam Pillay, whose services could not be spared before, joined me; so I found nothing done on my arrival.

2. *Old trace known as Mr. Lowry's Ghaut.*—The question of the correct line the ghaut should take, viz., on the north-west face of the Poonachy Hills having already been discussed and decided on by the late Superintending Engineer of the division, I have only to note that from what I saw of the ground I quite concur with him as to the greater difficulties encountered on the south-eastern face of the Poonachy ridge, and that even supposing a trace could be run down that side, the foot of the ghaut would necessarily be thrown much too far out of the way, while the cost of any other line from the correct foot of the ghaut round the spur of the Poonachy Hill, etc., would, from the difficult and precipitous nature of the ground it must run through, be so great as to render such quite prohibitory.

3. In company with Mr. Johnston and his subordinates, on the 9th of August 1873 and several succeeding days, I reconnoitred the valley to the north-west of, and immediately below, the Poonachy saddle. I took careful aneroid observations

of the almost inaccessible track by which the Poonachy saddle has been usually reached, which I found in some places to be one in two, one in three, and, for nearly two miles, between one in four and five, and commenced trial traces from the Poonachy saddle in two directions to the left and right of the valley. It had been determined the approach to the hills should run up.

4. As directed I saw that good tracing instruments were supplied, and thoroughly instructed the Assistant Engineer in the mode of using them, etc., etc.

5. The Assistant Engineer having a large range to attend to could only spare but a short time for the ghaut work, while one of the subordinates, Manikavasagam Pillay, soon succumbed to fever, and was, for most of the time I was on the work, physically incapable of doing more than occasionally looking after the coolies who cut and cleared the jungle; thus under my direction the whole of the tracing work had to be done by Overseer Manuel Pillay, and right well did he do it.

6. Having decided on the line for the permanent trace, I visited the work frequently myself until the trace was completed. I tested all the gradients, fixed the positions of all returns or zigzags, etc., etc., including the time occupied in reconnoitring, pegging, trial lines, etc., etc.; the work from first to last exactly took one month to accomplish, at the end of which time I directed Overseer Manuel Pillay to rejoin his Range Officer at Ootacamund. Before leaving myself, I had about two hundred yards of the trace correctly opened out to the proper levels, width, etc.; finally, in company with Mr. Assistant Engineer Johnston, I walked over the whole of the line to the foot, and gave him personal instructions regarding how the whole work was to be carried out.

7. *Features of the north-west face of the Poonachy Ridge.*—Generally the hill side on the north-west of the Poonachy Hill is rocky and precipitous in the extreme, and the little narrow valley selected for the ghaut is the only point by which the saddle can be approached. The width of the upper portion of the new ghaut valley is from 500 to 1,500 feet, bounded right and left by sheet rock or precipices; its own face is very rocky and very steep; thus it is impossible to work down it with anything like a good gradient, except by zigzagging, and for the first $2\frac{1}{2}$ miles, as will be seen on the enclosed survey of the ghaut marked A, no less than twelve turns are absolutely necessary, while two more are required to reach the foot.

8. *Gradient.*—Except for about 300 feet laid out at $3^{\circ} 35'$ the gradient used throughout the trace is $3^{\circ} 30'$, or nearly one in seventeen; all rivers, even the smallest drainages, are crossed at a dead level, while at the end of each zigzag, to allow of easy turns, a space $18' \times 24'$ has been laid out level.

9. *Height and Length.*—The aneroid levels give the height of the Poonachy saddle above the foot of ghaut to be about 1,700 feet; the total length of the new trace, including all level crossings, is six miles one furlong nearly; the level portions, as above described, cumulatively equal about half a mile.

10. *Rivers.*—There are but two streams of any importance crossed by the line. These are between 60' and 70' wide; all the other drainages can be crossed by ordinary stone road dams.

11. *Blasting.*—There is a great deal of blasting required. I should think at least for two miles rock to a width and depth of about $4' \times 3'$ or more will have to be removed to render the line passable for horses and bullocks.

12. *Character of soil.*—The soil is hard and will stand almost perpendicular when cut out.

13. *Labour, etc.*—The locality in which the ghaut is situated is, for at least eight months in the year, very unhealthy, and therefore it is impossible for labourers to hut themselves in its vicinity; the labourers employed therefore have to walk at least five miles to and from their work, and though labourers are not scarce, they demand high wages, 6 Annas a day being the daily hire paid to coolies; the distance is too great to admit of women and boys or girls being employed; thus the work is necessarily an expensive one.

14. *Delay in reporting.*—I have been unable to report earlier on this work for want of a survey of the ghaut line, as also that of the new line from the foot of the ghaut to the village of Annamallay, required to illustrate my report; these surveys only reached me late in January, when I had arranged to visit the work again, which, in company with Mr. Assistant Engineer Johnston, I have just done and am, therefore, able to give its present condition.

15. In G. O., No. 1,534, of 10th June 1873, a sum of Rupees 6,000, as per margin, were placed at the disposal of the District Engineer for the work; but on my late visit I roughly estimated that it would cost double this sum to open the line as a bridle-path for horse

	Rs.
Provincial funds	3,000
Local contributions	3,000
	6,000

and bullock traffic. The District Engineer promises the early submission of the estimate, and in the meantime forwards the enclosed memoranda of expenditure and work done up to the 31st January 1874.

16. With the exception of a length of 200 yards, all the earthwork has been completed, i.e., cut to a width of 3 feet out of the solid to the correct levels, and this has been well done, including tracing, pegging, clearing jungle, etc.; the work has cost a little over 2 Annas per yard run. Mr. Assistant Engineer Johnston reported that, of the roughly estimated 3,600 cubic yards of revetment wanted, 590 had been built at 12 Annas per yard; and that, of 4,700 running yards of blasting required, 1,230 cubic yards of rock had been removed, to effect which 620 lbs. of gun-powder have been expended, thus taking the rock (gneiss) to weigh about 150 lbs. to the cubic foot; each pound of powder has removed about $3\frac{1}{2}$ tons, which is fair work. This powder, including carriage, Arsenal charges, etc., has cost Annas 13-6 per pound, which is much too high a price; a contractor at Poonachy, however, produced some specimens of Native manufactured powder, which, on trial, I found to be excellent for blasting purposes; this he is ready to supply at 5 or 6 Annas per pound, and thus, I hope, the charge for blasting and boring will be kept within 1 Rupee 8 Annas per cubic yard.

17. The charge of Rupees 757-6-3 for tools and Rupees 36-10-6 for their carriage appears to me to have been erroneously made, since all tools should be charged to "Tools and Plant." The charge of Rupees 36 for two ponies for the Sappers employed on the ghaut in superintending, boring, and blasting was incurred at my recommendation, in order that the men might thus be enabled to live as far away as possible from the foot of the ghaut, which, as already noted, is a most unhealthy locality.

*Proceedings of the Madras Government, Public Works Department,
25th March 1874.*

18. I was much pleased to find that generally the ghaut was being fairly worked out; beyond a little injudicious scattering of labour and one piece of revetment badly laid out, I had no occasion to find fault with it; already the ascent to the Poonachy saddle by the portion cleared is a great relief to the passenger, and I hope that by the end of March the line from where the ninth return intersects, the old foot-path will be open for passenger traffic.

19. The survey of the road from the foot of the Annamallay Ghaut to the village of Annamallay I found, on lately examining the line, to be incorrect. I went carefully over the ground with Mr. Assistant Engineer Johnston and his Overseers; the line is a good one, and only crosses one river of any importance which, I believe, can be cheaply spanned by a timber bridge of three 30 feet bays with two land bays of 20 feet each. The line is being re-surveyed and estimated for, and in due course the estimate, etc., will be submitted to the Local Fund Board for disposal.

Particulars of Expenditure on Poonachy Ghaut Road up to 31st January 1874.

	RS.	A.	P.
Tracing and clearing bushes, etc.	285	1	6
Sappers' huts	24	6	0
Tools	757	6	3
Clearing blasted rock, and levelling bridle-path... ..	1,302	4	0
2,412 Running yards of bridle-path, at 1 Anna per Rg. yard...	150	12	0
3,630 Do. do. do. at 1½ Annas do. ...	340	5	0
440 Do. do. do. at 2 Annas do. ...	55	0	0
250 Yards of rough-stone revetment, at 12 Annas do. ...	187	8	0
3,704 Running feet, rock, bored	1,018	3	0
Blasting powder, including carriage	559	5	0
Two ponies for Sappers	36	0	0
Sundries, such as carriage of tools	36	10	6
Fuzes	149	5	6
Total....	4,902	2	9

CAMP AT POONACHY,
11th February 1874.

(Signed) J. C. JOHNSTON,
Assistant Engineer.

Poonachy Ghaut—Statement showing Progress of Work up to end of January 1874.

EARTHWORK.			ROCK BLASTING.			REVETMENT.		
Running yards.		Total of Estimate.	Running yards.		Total of Estimate.	Running yards.		Total of Estimate.
Work done.	Remaining.		Work done.	Remaining.		Work done.	Remaining.	
RS. 7,040	RS. 200	RS. 7,240	RS. 1,230	RS. 3,464	RS. 4,694	RS. 590	RS. 2,957	RS. 3,547

COIMBATORE,
5th February 1874.

(Signed) J. C. JOHNSTON,
Assistant Engineer.

*Proceedings of the Madras Government, Public Works Department,
25th March 1874.*

No. 697. From Lieutenant-Colonel W. T. F. FAREWELL, Inspecting Engineer for Ports and Communications, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Chepauk, 26th February 1874, No. 688-62.

WITH reference to paragraph 15 of my report on the Poonachy new trace to the Annamallay Hills, I have the honour to recommend that the amount (viz., Rupees 1,500) applied for by the District Engineer of the Coimbatore District in his letter, No. 104, dated 20th instant, referred to me with your endorsement of 24th idem, be placed at his disposal for expenditure during the current official year, as it would be a great pity to allow the labourers now employed on the ghaut to be discharged pending further allotment of funds in 1874-75. The District Engineer has been called upon to submit the estimate for the work immediately.

No. 698. ORDER THEREON, 25th March 1874, No. 848.

CIVIL WORKS, No. 74.

His Excellency the Governor in Council receives with satisfaction the assurance which this report conveys that a commencement has been made of opening up the access to the Annamallay range of hills on correct principles, and desires to convey to Lieutenant-Colonel Farewell his appreciation of the laborious care and skill with which he has laid out the trace of the pass in person and instructed the subordinates as to its execution.

2. The work so far is but a commencement; and it seems probable that, from the nature of the ground to be traversed and the unhealthy climate to be encountered, the opening of the Poonachy Ghaut as a cart road will be very expensive for its length and height. But once completed, the access to a considerable field of planting operations to valuable Government forests, and eventually to a plateau of equal height and value as a sanitarium to that of Ootacamund will be comparatively easy and cheap to carry out.

3. Of the additional sum of Rupees 6,000 reported by the Inspecting Engineer to be required to complete the opening of the new trace as a bridle-path for horses and cattle, which allows for a width of 12 feet at all zigzags and revetments, Rupees 1,500 stated by the District Engineer as required for expenditure within the current official year is provided by transfer from the new Pottinghy Ghaut in Vizagapatam. What more is wanted next year will be allotted on receipt of some estimate of the same, for preparation of which there are ample data available. It is unaccountable that the necessity for some such voucher for an additional demand of the kind should not have occurred to the District Engineer. He will expedite also the submission of an estimate for opening out the ghaut to 12 feet in the clear, and of a survey and estimate for a road from its foot to the village of Annamallay. It is hoped that the Local Fund Board will be in a position to allot funds for the latter.

Item No. 112.

Proceedings of the Madras Government, Public Works Department,
25th March 1874.

4. It is understood that the Collector is taking preliminary steps to dispose of estates on the Annamallays which have lapsed to Government by failure of the owners to pay the purchase money and assessment. Their extent is said to be 1,200 acres; and he will be instructed in the Revenue Department to defer further action in the matter till sufficient progress shall have been made with the ghaut and road works to raise the value of the land for coffee planting to a fairly remunerative price.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the District Engineer, Coimbatore.
.. Inspecting Engineer for Ports and Communications.
.. Financial Department.
.. Revenue
.. Officiating Controller of Public Works Accounts.

Exd. E. C. Shunker.
Spare Copies

No. 104

DISTRICT ENGINEER'S OFFICE,

Coimbatore

20th February 1874

FROM

THE DISTRICT ENGINEER

COIMBATORE

TO

The Secretary to Government
Public Works Department
Madras

SIR,

I have the honor to request that a further sum of Rs. 1500 from Provincial Funds may be granted, if available, for the Ponnachy Ghaut Annamalai Hills for expenditure in February and March.

The Assistant Engineer Mr. Johnston did not apply for any extra funds for this work in his Demand Statement lately received, but he has now asked for the above amount.

I have the honor to be

Sir,

your most obedt. servant

Wm. H. R. E.
Dist. Engineer Coimbatore

24 Feb 1874
 Mr. J. J. ...
 Mr. J. J. ...
 Mr. J. J. ...

Engineer for Communications
 Engineer for Report. The Inspector
 of the ...
 The Secretary to Govt
 of the ...
 The District Engineer
 Coimbatore
 28-10-34
 P. M. 11/90/34
 Requests that a grant of Rs 1500 may be made for expenditure on ...
 Coimbatore District
 P. M. 11/90/34

* herewith
 returned.

No. 116
 District Engineer
 for Ports & Communications
 Chepauk Madras
 26 February 1874
 The Inspecting Engineer
 for Ports & Communications
 The Chief Engineer
 and Secretary to Government
 Public Works Department.

Sir, With reference to para 15 of my report on the Ponnachy Run Trace to the Annamalai Hills, I have the honor to recommend that the amount (viz Rs 1500) applied for by the District Engineer of the Coimbatore District in his letter No 104 dated 20 instant referred to me with your endorsement of 24 idem, be placed at his disposal for expenditure during the current official year, as it would be a great pity to allow the laborers now employed on the shaft to be

I have the honor to be,

Yours most obedt. Servt.

Charles Smith

Inspecting Engineer for

Contra Communica Series

1240. The common.

for the benefit of the poor

... ..

1871
 1872

1890

for the purpose of the

1847

of the same kind as the one in the first

100

No

Inspecting Engineer's Office for
Ports & Communications
Chapank. Madras.

26th February 10th 14.

From
The Inspecting Engineer for
Ports & Communications.

To
The Chief Engineer and
Secretary to Government.
Public Works Department.

Sir,
With reference to G. O.
No. 1534 dated 10th June 10th 13
passing orders regarding the
construction of a new Ghaut
to the Ponachy Saddle on
the Annamallay Hills, in
the Coimbatore District, I
have the honor to report that
on receipt of the Order in
question, through the District
Engineer of Coimbatore, I issued
written instructions regarding
the mode in which the work
was to be conducted and
called upon the District Engineers
of Coimbatore and the Nilgherries
to

P. O. 1874 Michael
St. 1190.

The Inspecting Engineer
Ports & Comm.
to the Chief Engineer &
Secretary to Govt.
M. P. W. D.

Dated 26th July 14
P. O. 28

Recommending
that the additional
sum of Rs. 1500
applied for by the
District Engineer
Coimbatore for the
Ponachy Saddle
to the Annamallay
Hills may be
granted :-

G. O. 848-25 dated 1/14

Ch. P. W. D.
Ch. P. W. D.

11/11/1913

to supply the subordinate superintendence required. I myself was on duty on the Western Coast and could not possibly proceed to attend to the ghaut work until the beginning of August about which time Mr Assistant Engineer Johnston and his subordinates Marnel Pillay and Manikavasagam Pillay whose services could not be spared before joined me, so I found nothing done on my arrival.

2. The question of the correct line the ghaut should take viz., on the north west face of the Ponachy Hill, having already been discussed and decided on by the late Superintending Engineer of the Division, I have only to note that from what I saw of the ground I quite concurred with him as to the greater difficulties encountered on the south eastern face of the Ponachy Ridge, and that even supposing

a

Old trace known as Mr Lowry's Ghaut.

a trace could be run down that side the foot of the ghaut would necessarily be thrown much too far out of the way, while the cost of any other line from the correct foot of the ghaut round the spur of the Ponachy Hill &c would, from the difficult and precipitous nature of the ground it must run through, be so great as to render such quite prohibitory.

3. In company with Mr Johnston and his subordinates, on the 9th of August 1893 and several succeeding days, I reconnoitred the valley to the north west and immediately below the Ponachy Saddle. I took careful and careful observation of the almost inaccessible track by which the Ponachy Saddle has been usually reached which I found in some places to be 1 in 2, 1 in 3, and, for nearly two miles, between 1 in 4 and 5, and commenced trial traces from

from the Peachy Saddle in two directions to the left and right of the valley, it had been determined the approach to the Hills should run up.

4. As directed, I saw that good tracing instruments were supplied, and thoroughly instructed the Assistant Engineer in the mode of using them &c. &c.

5. The Assistant Engineer having a large Range to attend to could only spare but a short time for the grant work, while one of the Subordinates, Manikavasagam Pillay, soon succumbed to fever, and was for most of the time I was on the work, physically incapable of doing more than occasionally looking after the coolies who cut and cleared the jungle, thus under my direction the whole of the tracing work had to be done by Overseeer Manuvel Pillay.

1736
Pillay and night well did he do it.

6. Having decided on the line for the permanent trace, I visited the work frequently myself until the trace was completed. I tested all the gradients, fixed the positions of all returns or zigzags &c. including the time occupied in reconnoitering, pegging, final lines &c. &c. the work from first to last exactly took one month to accomplish, at the end of which time I directed Overseeer Manuvel Pillay to resign his Range Office at Ootacamund. Before leaving myself I had about two hundred yards of the trace correctly opened out to the proper levels, width &c. finally, in company with Mr. Assistant Engineer Johnston, I walked over the whole of the line to the foot and gave him personal instructions regarding how

the whole work was to be carried out.

Generally the Hill side on the north west of the Ponachy still is rocky and precipitous in the extreme, and the little narrow valley selected for the Ghant is the only point by which the Saddle can be approached. The width of the upper portion of the new ghant valley is from 500 to 1500 feet bounded right and left by sheer rock or precipices its own face is very rocky and very steep thus it is impossible to work down it with anything like a good gradient except by zigzagging and for the first 2 and 1/2 miles, as will be seen on the enclosed survey of the ghant marked A, no less than twelve turns are absolutely necessary, while two more are required to reach the foot.

8. Except for about 300 feet laid out at 3° 35' the gradient

Features of the north west face of the Ponachy Ridge...

Gradient

gradient used throughout the trace is 3° 30' or nearly 1 in 17 all rivers even the smallest drainages are crossed at a dead level, while at the end of each zigzag, to allow of easy turns, a span 10' x 24" has been laid out level.

Bright and Length.

9. The Aneroid levels give the height of the Ponachy Saddle above the foot of ghant to be about 1700 feet. The total length of the new trace, including all level crossings, is 6 miles 1 furlong nearly, the level portions as above described cumulatively equal about 1/2 a mile.

Rivers.

10. There are but two streams of any importance crossed by the line, these are between 60 and 70' wide, all the other drainages can be crossed by ordinary stone road dams.

Blasting

11. There is a great deal of blasting required. I should think at least for two miles rock to a width and depth of about 4' x 3' or more will

will have to be removed to render the line passable for horses and bullocks.

12. The soil is hard and will stand almost perpendicular when cut out.

Character of Soil.

13. The locality in which the ghant is situated is, for at least 8 months in the year, very unhealthy, and therefore it is impossible for laborers to live themselves in its vicinity. The laborers employed therefore have to walk at least 5 miles to and from their work and though laborers are not scarce they demand high wages, 6 annas a day being the daily hire paid to coolies. The distance is too great to admit of women and boys or girls being employed, thus the work is necessarily an expensive one.

Labor &c.

14. I have been unable to report earlier on this work for want of a survey of the ghant line as also that of the river line

Delay in reporting.

line from the foot of the ghant to the village of Annamallay required to illustrate my report, these surveys only reached me late in January when I had arranged to visit the work again which, in company with Mr. Assistant Engineer Johnston, I have just done and am therefore able to give its present condition.

15. In G. O. No. 1534 of 10th June 1902 a sum of Rs. 6000 as per margin were placed at the disposal of the District Engineer for the work, but on my late visit I roughly estimated that it would cost double this sum to open the line as a bridle path for horse and bullock traffic. The District Engineer promises the early submission of the estimate and in the meantime forwards the enclosed memos of expenditure and work done up to the 31st January 1904.

Provincial	Rs.
Grants	3,000
Local Contributions	3,000
	<u>6,000</u>

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as possible from the foot of
the ghant which as already
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hope that by the end of
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the old foot path will
be open for passenger
traffic.

19. The survey of the
road from the foot of the
Annomallay Ghant to the
village of Annomallay -
I found on lately examining
the

the line line to be incorrect,
I went carefully over the
ground with Mr Assistant
Engineer Johnston and his
Overseers, the line is a good
one and only crosses one
river of any importance
which I believe can be
cheaply spanned by a
timber bridge of 3 thirty
feet bays with two land
bays of 20 feet each -
The line is being re-surveyed
and estimated for and in
due course, the estimate will
be submitted to the Local
Fund Board for disposal.

I have the honor to be

Sir

Your most Obed. Servt.

W. H. Lint - Colonel
Inspecting Engineer for
Ports & Communications

Particulars of expenditure on Pomachy Grant
Road up to 31st January 1874.

Particulars	Amount
Tracing and clearing bushes &c.	285 1 6
Sappers' Huts	24 6 .
Hools	757 6 3
clearing blasted rock and levelling bridlepath	1302 4 .
2412 12 ⁹ / ₁₆ Yards of Bridlepath at 1s. per 12 ⁹ / ₁₆ Yard	150 12 .
3630 " " " " @ 1½ As.	340 5 .
440 " " " " @ 2 As.	55 . .
250 Yards of Noagh stone revetment @ 12d.	187 8 .
3704 12 ⁹ / ₁₆ feet Rock bored	1018 3 .
Blasting powder including carriage	559 5 .
2 Ponies for Sappers	26 . .
Sundries such as Carriage of Tools	38 10 6
Fuzes	149 5 6

Total Profits - 4902 29

Coimbatore Range Office
Camp, Pollachy
11th February 1874

Lt Col John. C. Johnston
Assistant Engineer

(True copy)

Recd Colonel R.L.
Dist Engineer Comibatore



1874
 Dec. 27
 To the Hon. Secy. of
 the Interior
 Washington
 D. C.
 Dear Sir,
 I have the honor to
 acknowledge the receipt
 of your letter of the
 25th inst. in relation
 to the application of
 the Indian Bureau
 for the purchase of
 land for the purpose
 of establishing a
 reservation for the
 Indians of the
 State of Texas.
 I have the honor to
 inform you that the
 same has been referred
 to the proper authorities
 for their consideration.
 Very respectfully,
 J. M. Smith
 Secy. of the Interior

15th Nov.
Resubmitting on
the new Grant to
the Pioneer League
on the Kennemallay
Islands in the S.
District of Lemnaitore.

21-848-25 checks

Ordnance Plant. Statement showing progress of work up to end of January 1874

Ordnance Plant	Running Years	Work done Remaining	Total of Estimates	Ordnance Plant	Running Years	Work done Remaining	Total of Estimates
----------------	---------------	---------------------	--------------------	----------------	---------------	---------------------	--------------------

7040	200	7210	1230	3464	14694	590	2957	5543
------	-----	------	------	------	-------	-----	------	------

Comination
5 January 1874 }

True Copy
Signed J. L. Johnston
Assistant Engineer

In a letter from

the Dist Engineer
of Comination to the
Inspector Engineer
for Dist & Comination
dated, Dec 24 1873

January 1874
Letter to the Dist Engineer
of Comination to the
Inspector Engineer
for Dist & Comination
dated, Dec 24 1873

Handwritten notes and signatures at the bottom of the page, including a large signature on the left and various scribbles and text on the right.

02/14/50

Shatterers & shov-
ing progress of work
done up to end of
January 1894 on
Boarding Wharf.

1896 March 25
1896 March 25
1896 March 25

to add - and deserves
+ comm + Col Farnsworth
his appreciation of the labor
our care. While with what a commencement; and
he has laid out the trace of
the Pass is person & instruct it secured probably that;
the subordinates as to be expected from

Proceedings of the Madras Government.

Under date the March 1874

Letter from A. E. for Communications.
No 680 of 26 Feb - '74
— do — do — No 688 — 26 Feb - '74

The Excellency
the Governor in Council
receives with satisfaction
the assurance which this
Report conveys that a
commencement has been
made of opening up the
access to the Arzainullay
Range of Hills on cor-
rect principles. It is but

ample data available. It
is unaccountable that the
necessity for some such
Voucher for an additional
demand of the Fund should
not have occurred to the
District Engineer. He
will expedite also the sub-
-mission of an Estimate
for opening out the Ghaut
to 12 feet in the clear, and
a Survey and Estimate for
for a road from its foot
to the Village of Anay-
-mullay as ordered in
G.O. No. 4 July
1875.

It is hoped that the
Local Fund Board will
be in a position to allot
funds for the latter.
Sh

16
It is understood
that the Collector is taking
preliminary steps to dis-
-pose of Estates on the
Anaymullays which
have lapsed to Govern-
-ment by failure of the
Owners to pay the purchase
money and assessment.
Their extent is said to be
1200 Acres; and he will
be instructed in the
Revenue Department to
defer further action in
the matter till sufficient
progress shall have been
made with the Ghaut
and Road Works to
raise the value of the
land for Coffee
planting.

Ennis

Ranunculus repens
10. 5. 1911

W. A. R. G. G. G.

Patrol
Print 1000
7.9.78

Dist^o Engr^o Calcuttare ✓
 Insp^o Genl^o for Canals ✓
 Financial Dept ✓
 Revenue do ✓
 Controller ✓
 Secy^o with S.C. 30/3/74.

695-698.

Cir 4/19/74

1182
1190
Govt. of 1874 Madras.
PUBLIC WORKS.

To The Dist. Engineer
Cauwatsau.

Dated

Recd.

Encl. 4.

G. O. 25th Dec 1874 No. 848

Nos 695-698.

Ponachy Shant
Coimbatore District

Passing orders on the
Report regarding the
construction of a new
shant to the Ponachy
saddle on the Annamallay
Hills in the Coimbatore
District