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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	897	Press
B.P. No.		Mis.
Dated	30-3-1954	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
30th March 1874.*

No. 792. Read the following endorsement of the Financial Department, dated 13th March 1874:—

From J. R. COCKERELL, Esq., President of the Local Fund Board, Neilgherries, to the Hon. D.F. CARMICHAEL, Acting Chief Secretary to Government, Fort St. George, dated Ootacamund, 6th March 1874, No. 4.

BEFORE the Government left the Hills last year, I had occasion to express an opinion demi-officially with regard to Lady Canning's Seat Road. The Chief Secretary in reply directed me to report fully on the road.

2. Government Order, 12th August 1873, No. 1,999, Public Works Department, allots 6,000 Rs. for the road, of which Rs. 3,500 is granted in the current year. This estimate contemplates widening the road from Fern Hill Bridge to the seat to 9 feet. After this estimate was accepted it was found that the part of the road which was to pass through Brookland's Tea Estate would be more costly than had been anticipated, and two traces were laid down for it; one which in compensation to the owner of the property should cost Rupees 1,632-6-10, and the other at an easier gradient Rupees 2,935-5-5.

My letter, dated 31st October 1873, No. 55, refers to the subject.

3. On the 26th November 1873, in a letter No. 214, the District Engineer addressed the Secretary to Government in the Department Public Works on the subject of the road, and suggested it should commence at the clump of acacias just above Brooklands, and not pass through Mr. Kirby's property at all. The revised estimate submitted by the Engineer was Rupees 5,450, of which 3,500 were required in the current year. Captain Morant has been working on this estimate.

4. I went over the ground with Captain Morant last week, and over Tiger Hill Road. The latter road runs from the bridge eastwards round Tiger Hill through Mr. Darling's Tea Estate to the Australian acacia tope referred to above. It is 12½ feet broad and pony carriages can pass each other, but a carriage can only turn in one or two spots until the tope is reached where there is a good turn. From the tope Lady Canning's Seat Road is being opened to 9 feet wide, and the work will be finished to within a short distance of the seat by the end of the current month, except portions of two large revetments.

5. The question is, what ought to be the next step. I enclose a letter to my address from Captain Morant containing his views. Captain Morant proposes that the road should be carried past Lady Canning's Seat, and the zigzags beyond be improved to Dolphin's Nose.

6. Lady Canning's Seat Road completed to within a short distance of the seat will leave, say, 150 yards to be traversed on foot to reach the seat. The seat and approaches are railed and are safe for pedestrians, or for persons riding. The path runs along a precipice. Captain Morant's estimate of Rupees 5,450 includes the revetment of this precipice, a length of 170 yards by 4 yards deep, and the widening of the path, and he proposes to improve the zigzags beyond at a cost of 800 or thereabout. His reasons are that beyond the nose are coffee estates, and the road will be useful to the owners. He estimates the cost at nearly 2,000 Rupees. His scheme will furnish a road which can be driven over in a pony carriage from Fern Hill Bridge to Dolphin's Nose.

*Proceedings of the Madras Government, Public Works Department,
30th March 1874.*

7. My views somewhat differ. I find that if Lady Canning's Road was continued it would not be used by the owners of the estates lying about Dolphin's Nose for bandies, as all the coffee grown in the vicinity goes down straight from the estates to Mettappalliem. The road would only be used as the existing trace is used by proprietors and their servants on horseback and by coolies; and it is good enough for these purposes now. I would propose therefore that Lady Canning's Seat Road should cease as a pony carriage road short of the seat.

8. I have already stated that pony carriages can pass each other on Tiger Hill Road. This road is two miles in length. I think it should be completed round the hill down to Fern Hill Bridge. For this purpose I would propose to widen the existing path to 12 feet and not to pass through Brooklands at all. The sole objection is that, for a very short distance, the road would be one in twelve. The cost of the project would be Rupees 1,000 or thereabouts. The distance is under a mile.

9. I have the honour to invite the decision of Government upon these different schemes.

From Captain J. L. L. MORANT, R.E., District Engineer, Neilgherries, to J. R. COCKERELL, Esq., Commissioner, Neilgherries, dated Ootacamund, 2nd March 1874, No. 65.

With reference to the conversation I had with you on Thursday last while visiting the Lady Canning's Seat Road, I have the honour to inform you that on the 26th of November last I submitted to the Chief Engineer a revised estimate for this road, amounting to Rupees 5,450, in lieu of the one sanctioned in Public Works Department G. O., No. 1,992, of the 28th July last, which included the piece through the Brookland's Tea Estate.

2. This reduced estimate provides for opening it out to 9 feet wide from the Australian tope opposite Brooklands up to the seat; of this estimate Rupees 3,500 have been provided in the current official year, and will be expended by the end of the current month. Additional work to the value of Rupees 950 will also have been carried out, leaving work to the value of Rupees 1,000 to be completed during April and May. On the 1st of April the whole road will be completed even as far as the seat, with the exception of two very large revetments which will cost about Rupees 1,000 to finish.

3. In my opinion, it is most desirable that the above estimate should be fully worked up to. The work will not be considered satisfactory otherwise.

4. After arriving at the seat the road continues with two zigzags for over a mile to near the Dolphin's Nose, where it meets two or three other roads leading to coffee estates in the vicinity, totalling over 400 acres under bearing.

5. This portion of road is in a very indifferent state, and needs to be properly finished to a width of 9 feet at a probable outlay of Rupees 800. If the road stops at the seat, it will be of only partial use to the planters who will have to traverse the very bad piece between the seat and the nose.

6. Now that the Tiger Hill Road is completed, and as the road has been widened so that carriages can very easily turn and pass each other at the Australian tope opposite Brooklands, I do not think it is necessary to make the portion of this road which runs through the Brookland's Tea Estate. The prolongation of the road to the Dolphin's Nose (referred to in the previous part) is, in my humble opinion, of far more importance.

TRANSFERRED to the Public Works Department.

(Signed) D. F. CARMICHAEL,
Acting Chief Secretary.

*Proceedings of the Madras Government, Public Works Department,
30th March 1874.*

No. 793.

ORDER THEREON, 30th March 1874, No. 897.

CIVIL WORKS, No. 83.

RECORDED, with reference to G. O.,
No. 530, dated 2nd March 1874.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the District Engineer, Neilgherries.
" Financial Department.

Exd. E. C. Shunker.
Spare Copies

No 65

Potomac

District Engineer
22 March 1874

From

The District Engineer
Valparaiso

To

The Commissioner
Valparaiso

Sir

With reference to the conversation
I had with you on Thursday last while
visiting the Lady Franklin, that road I
have the honor to inform you that on the
26th of November last I submitted to the
Chief Engineer a revised estimate for the
road amounting to \$5450 in lieu of the
one sanctioned in P. S. O. G. O. No 1902 of
the 28th July last which included the piece
through the Brooklands Sea Estate.

2. This reduced estimate provides
for opening it out to 9 feet wide from the
Australian Shore opposite Brooklands up
to the Seat. Of this estimate \$3500 have
been provided in the current official year
and will be expended by the end of the
current month. Additional work to
the value of \$950 will also have been
carried out, leaving work to the value
of \$1000 to be completed during April
& May. On the 1st of April the whole
road

road will be completed ^{as proposed} ~~at the same time~~
seat with the exception of 2 very large
replacements which will cost about
£1000 to finish.

3. In my opinion it is most
desirable that the above estimate should
be fully worked up to. The work will
not be considered satisfactory otherwise.

4. After arriving at the seat
the road continues with 2 ligages for
over a mile to near the Dolphin
nose, where it meets two or three other
roads leading to coffee estates in the
vicinity totalling over 400 acres
under bearing.

5. This portion of road is in a
very indifferent state and needs to be
properly finished to a width of 9
feet at a probable outlay of £800.
If the road stops at the seat it will
be of only partial use to the Planters
who will have to traverse the very
bad ~~precarious~~ piece between the seat
& the nose.

6. Now that the Liger Hill
Road is completed and as the road
has been widened so that carriages
can very easily turn & pass each
other at the Australian Tote opposite
Brooklands I do not think it is
necessary

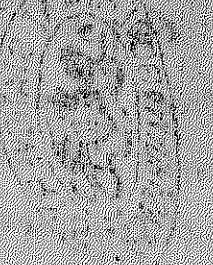
necessary to make the portion of this
road which runs through the Brook-
lands Sea Estate. The prolongation
of the road to the Dolphin nose
(referred to in the previous part)
is in my humble opinion of far
more importance.

I have the honor to be
Sir

Your most obedt Servt

Obtained ^{per} Messrs ^{per} Captain H
(District Engineer office) (District Engineer
2^d March 1874 3

Highway near the station of the
Government of the District of Columbia



H. Woodhull Esq.

President, Local Land Board
Washington

The Chief Secretary to Government
Port Saint George

Before the Government left the Hills
last year I had occasion to express my opinion in
detail officially with regard to the Canning's Seat
road. The Chief Secretary in reply directed me to
report fully on the road.

2. Government Order 12 August 1893 to 1899
P. W. O. allotted £600 for the road of which £500 is
granted in the current year. This estimate includes
plans widening the road from Fern Hill Bridge to
the seat to 9 feet. After this estimate was accepted
it was found that the part of the road which was
to pass through Woodlands Estate would be
more costly than had been anticipated and two traces
were laid down for it. One of which in compensation
to the owner of the property should cost £1600. 6. 10
and the other at an easier gradient £2900. 5. 0.
My letter dated 31 October 1893 to 55 refers to

to the subject.

3. On the 26th November 1878 in a letter No. 214 the District Engineer addressed the Secretary to Government in the D. N. W. on the subject of the road and suggested it should commence at the clump of acacias just above Brooklands and not pass through Mr. Kirby's property at all. The revised estimate submitted by the Engineer was £5400 of which 3500 were required in the current year. Captain Morant has been working on this estimate.

4. I went over the ground with Captain Morant last week and over Tiger Hill Road. The latter road runs from the bridge eastwards round Tiger Hill through Mr. Darling's tea estate to the Australian acacia tops referred to above. It is 12½ feet broad and pony carriages can pass each other but a carriage can only pass in some places until the tops is reached where there is a good turn. From the tops Lady Canning's seat road is being opened to 9 feet wide and the work will be finished to within a short distance of the seat by the end of the current month, except portions of two large settlements.

5. The question is what ought to be the next step. I enclose a letter to my address from Captain Morant containing his views. Captain Morant proposes that the road should be carried past Lady Canning's seat and the zig-zags beyond be improved to Dolphin's nose.

6. Lady Canning's seat road completed to within a short distance of the seat will leave say 150 yards to be traversed on foot to reach the seat. The seat and approaches are railed and are

safe for pedestrians or for persons riding. The path runs along a fence. Captain Morant's estimate of the cost includes the settlement of the zig-zags to a length of 100 yards by one 12 yards deep and the widening of the path and the proposed to improve the zig-zags beyond at a cost of 300 or thereabouts. It is assumed that beyond the nose an office would be built and the road will be useful to the owner. He valued the cost at nearly 2000 lbs. This scheme will furnish a road which can be driven over in a pony carriage from the seat bridge to Captain's nose.

7. My view somewhat differs. I find that if Lady Canning's road was continued it would not be used by the owner of the estate beyond about Dolphin's nose for horses, with the exception of the roadway goes down straight from the estate to Mullapollam. The road would only be used as the existing track would by footmen and then descend to horseback and by carriages and it is good enough for these purposes now. I would propose therefore that Lady Canning's seat road should cease as a pony carriage road short of the seat.

8. I have already stated that pony carriages can pass each other on Tiger Hill Road. This road is 2 miles in length. I think it should be completed round the hill down to the seat bridge. For this purpose I would propose to widen the existing path to twelve feet and not to pass

through wastelands at all. The sole objection is
that for a very short distance the road would
be 1 in 12. The cost of the project would be
\$1000 or thereabouts. The distance is under a
mile.

I have the honor to invite the decision of
Government upon these different schemes.

I have the honor to be

Sir

your most obedt. servant

W. C. Coker

President

Bridge Local Land Board

Dec 16 August 1873. 242
 March 1874. 243 4386
 May 1874. 244

P. J. H. 1874 Dep
 The President
 Local Fund Board
 Oregon

The Chief Secretary & Co.
 Fort Saint George

Date 6/3 March 1874
 Received 10/3
 No 4

Enclosures. one

No 544

Proposing that having
 and road should be as
 a very carriage road and
 that the Cigar Hill Road
 should be completed from
 the Hill to Fort Hill Bridge

transferred to the
 Public Lands Dept
 19/3/74 W. H. H.

H. H. H. H. H. H.
 H. H. H. H. H. H.

No 530 dated 2. March 1874.

Received with reference

792-793.

1479

Govt. of Madras.
PUBLIC WORKS.

The Dist. Engineer
Nilgiris

30th March 1897

Nos. 792-793.

Roads

Hill to Tiger Hill
Bridges, Records &c.

Letter from the President
of the Local Land Board
Nilgiris, proposing that
Lady Cannings Road
should cease as
a Carriage road, & that
the Tiger Hill road should
be completely widened the