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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	189	Press	<i>Original</i>
~~B.P. No.~~		Mis.	
Dated	23. 1.	195	
		18/5	

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department,
23rd January 1875.

No. 393. Re. ... wing letter from Colonel C. V. WILKIESON, R.E.,
Superintending Engineer, Coimbatore, to Colonel G. W. WALKER, R.E.,
Secretary to Government, Public Works Department, dated Coimbatore,
30th November 1874, No. 111:—

With reference to G. O., No. 2,720, of 24th September 1874, and to my letter,
No. 107, of 25th November 1874, I have the honor to submit a survey, plans,
and estimates, for opening a road from

in 9 sheets (by bany).
Plans of Bridge.
1 General Estimate.
3 Estimates for Bridges.
1 Plan of proposed road in tracing
cloth.

the foot of the new Poonachy Ghaut to
the village of Annamallay, and con-
structing three bridges and twenty

tunnels, amounting in the aggregate to Rupees 38,000, including the probable
amount of compensation for land as shown below:—

	Rs.
I.—Opening and metalling the road to a distance of 8½ miles	16,320
II.—12 Tunnels of 1 vent 3' X 3', at 200 Rupees each	400
III.—1 Do. of 2 vents	00
IV.—7 Do. of 3 do. at 370 Rupees each	590
V.—1 Bridge across Periapolliem stream	
VI.—1 Bridge across Chinnar river	3,450
VII.—1 Do. do. Oopaur do.	9,100
	35,500
VIII.—Compensation for land to be taken up	2,500
Total	38,000

2. In forwarding this estimate, I have the honor to report that the line was
fixed upon by Lieutenant-Colonel Farewell and only crossed one river of any size,
viz., the Oopaur; it keeps chiefly to high ground, except where it passes through
the paddy fields under Collaputty anicut. In the first trace the road was taken
above this anicut, but it was abandoned when it was found to make the distance
more than a mile further, owing to a rocky hill. This road is 8½ miles from
Annamallay to foot of ghaut, and 8½ miles from Annamallay to Pollachy, or a
total of 17½ miles.

3. From the tenor of paragraph 2 of G. O., dated 24th September 1874,
No. 2,720, I am unwilling to give my opinion as to whether or not I consider this
the most advantageous line of approach to the Poonachy Ghaut from Pollachy,
but still I think it is my duty to point out that there already exists a very fair
partially metalled road with most of the drains bridged to the Aulyaur river about
three quarters of a mile from the foot of the ghaut. The distance from Pollachy to
the river being 14 miles.

4. This is the objection to this line that it has to cross three rivers which are
all crossed by one bridge already built on the road from Pollachy to Annamallay.
But two of these are not of much count as they are seldom impassable, and the one
necessary bridge over the Aulyaur would not cost more than the cost of the
Oopaur bridge on the other line.

Proc. of the Madras Government, Public Works Department,

23rd January 1875

5. All the traffic and coolies for the hills come from the hills, or via the close by, which are within half a mile off this road, whilst there is no present traffic, not even a foot-path from Annamallay to the Poonachy Ghaut foot; the Madras Railway is a proof that you will never divert traffic from its natural course which in this case is owing to Kotoor being four miles from the foot of the hills, and is the first place safe from fever, whilst on the road, Annamallay, a distance of 8 miles, is the first safe spot.

6. A small map accompanies to show the line now estimated for, and the line now existing from Pollachy to foot of ghaut.

No. 394.

ORDER THEREON, 23rd January 1875, No. 189.

CIVIL WORKS, No. 21

THESE papers will be returned to the Superintending Engineer, Coimbatore, for submission to the Local Fund Board

with whom it will rest to determine whether they will make 9 miles of entirely new approach to the new Poonachy Ghaut or convert the existing track of 15 miles in length into a bridged and metalled road, and to supply the necessary funds. It is only for very exceptional works, such as ghaut roads, that separate provision is made in the Provincial Budget.

2. In submitting their proposals to the Revenue Board, the President will report as to the extent of land formerly taken up for coffee on the Annamallay Hills, but now abandoned or unworked, and of that still held for cultivation.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Superintending Engineer, Coimbatore,
Financial Department.

Exd. E. C. Shunker.
Spare Copies

Superintending Engineer's Office
Coimbatore, Nov 30/74

The Superintending Engineer

Coimbatore

To the Secretary to Government, M.M.

Madras

Enclosed are 17

A survey in 9 sheets

3 Plans of Bridges

1 General Estimate

3 Estimates for Bridges

1 Plan of proposed a survey, plans and estimates, for opening road in tracing cloth.

* By Roughy

21/1/75

Sir,

With reference to G.O. No. 2720 of 74

Sept. 1874, and to my letter No. 107 of 74

Nov. 1874, I have the honor to submit

a road from the foot of the new Poonachy Ghaut to the village of Annamallay

and constructing 3 bridges and 20 tunnels

amounting in the aggregate to Rs. 38,000

including the probable amount of

compensation for land as shown below

I Opening and installing the road to a

distance of 8 3/4 miles — Rs. 16,320

II 12 Tunnels of 14 ft. x 3 ft. @

200 Rs each — 2,400

III 1 — do — of 2 vents — 300

IV 7 — do — of 3 — do — @ 370 Rs each — 2,590

V 1 Bridge across Periapallem

Stream — 1,340

Carried over — 22,950

VI	Bridge across Chimas River -	2450
VII	1 - do - A - Copani - 1 -	9500
VIII	Compensation for land to be taken up -	2500

30,000.

In forwarding this estimate I have the honor to report that the line was fixed upon by Lt. Col. J. A. S. and only crossed one river of any size, the Copaw, it keeps chiefly to high ground except where it passes through the paddy fields under Collaputty aricut. In the first trace the road was taken above this aricut, but it was abandoned when it was found to make the distance more than a mile farther, owing to a rocky hill. This road is $8\frac{3}{4}$ miles from Annamallay to foot of ghaut, and $8\frac{1}{2}$ miles from Annamallay to Pollachy or a total of $17\frac{1}{4}$ miles.

3. From the terms of para 2
of G.O. dated 24 September 1874,
no 2720, I am unwilling to give
my opinion as to whether or not
I consider this the most ad-
-vantageous line of approach
to the Promachy ^{Ghaat} from Pollachy,
but still I think it is my duty
to point out that there already
exists a very fair & partially
installed road with inset
of the drains bridged to the Sul-
-and River about $\frac{3}{4}$ of a mile from
the foot of the ghaat. The distance
from Pollachy to the river being
14 miles.

4. This is the objection to this line, that it has to cross three rivers which are all crossed by one bridge already built on the road from Pollachy to Annasmallan. But two of these are not of much count as they are seldom impassable and the one necessary bridge over

the Ghyat would not cost more than the cost of the Opana bridge on the other line.

5. All the traffic and coolies for the hills come from Kotoor or villages close by, which are within half a mile off this road whilst there is no present traffic not even a foot path from Annamallay to the Ponnachy Ghant foot. The Madras Railway is a proof that you will never divert traffic from its natural course which in this case is owing to Kotoor being 4 miles from the foot of the hills and is the first place safe from fever, whilst on the other ^{road} Annamallay a distance of $8\frac{3}{4}$ miles is the first safe spot.

6. A small map accompanies to show the line now estimated for, and the line now existing.

To the Secy to Govt
Public Works Dept.
Madras.

From the Superintending Engineer
Coimbatore.

Dated 30th November 1874.

Recd. 2nd December/74.

No. III

Ref. No. 189.25-6-75.
Submits a survey, plans and estimates, amounting to Rs. 30,000, for opening a road from the foot of the new Ponnachy Ghant to the village of Annamallay, and constructing 3 bridges and 20 tunnels.

Co 293

Oct 11-12-74

only

Proceedings of the Madras Government
Read the following:-

From

The Superintending Engineer (M. No. 1111/30 Sept. 1889)

1889

These papers will be returned to the Superintending Engineer, Coimbatore, for submission to the Local Fund Board with whom it will next be determined whether they will make 9 miles of entirely new approach to the new Poona Chant or convert the existing tracks of 15 miles in length into a bridged and metalled road; and to supply the necessary funds. It is only

M. B.
6/11

only for very exceptional works such as Ghant Roads, that separate provision is made in the Provincial Budget.

2. In submitting their proposals to the Revenue Board, the ^{President} Collectors will report as to the extent of land formerly taken up for Coffee on the Annamullay Hills, but now abandoned or unworked; and of that still held for cultivation.

Esq.

Public Works Dept.
Chief Engineer's
Memorandum

This Estimate provides for a Metalled and Bridged Road $8\frac{3}{4}$ miles in length, from the Village of Annamullay to the Foot of the new Annamullay Ghant. Its details are as follows viz.

Metalling $12833\frac{1}{3}$ Cysds at 13 Ans -	Rs. 10,427-1-4
Cartwork 40553 — at $1\frac{1}{2}$ —	3801-13-6
12, 1 Vent Curbs at Rs 200 —	2400 —
1, 2 Vent — do — at — do —	300 —
7, 3 Vent — do — at Rs 370 —	2590 —
Superintendence of Sindries —	2091-1-2
Compensation for Land —	2500 —
Periapulland Bridge —	1340 —
Chinnars — do —	3450 —
Opppaur — do —	9100 —
	<u>Rs 38,000 —</u>

2. The ^{the papers} ~~the papers~~ ^{who forwards it} ~~who forwards it~~ ^{do not} ~~do not~~ ^{recommend its con-} ~~struction~~ ^{bring in favor} of the direct track from Pollachy via Rataos, on pleas which have ^{been} met over and over again in letters recorded with

Go. Nos 2282 of 6th Aug 1869, 3586 of 9th Nov 1869 and 3019 of 23rd Nov 1869.

The only way of further and effectually meeting

the crude objections still brought forward is to

Call for an estimate of

Completing the R. called

metalled road of $14\frac{3}{4}$ miles long.

in the same ~~confit~~ ^{confit} to manner as the new line of $8\frac{3}{4}$ miles has been estimated for, when the assumptions made by the ^{Lupis} ~~Lupis~~ ^{engineer} ~~engineer~~ will fall before his own figures. That to bridge the Toracodoo or Perryaur River (named by him the Anlyaur but not so named in the Indian Atlas sheet) which drains the whole length of the Annaymullay Hills will not cost more than to bridge its tributary the Coppaur, the catchment basin of which

which, and the rainfall
within it, ^{are} much smaller,
is self evidently an ex-
traneous statement.

3. The Chief Engineer
at any rate cannot
recommend a grant
from Provincial Funds
for any other but the
line the estimates of
which are now submitted.

It would be premature
however to undertake
a metalled and bridged
road at present; all
that is wanted is a
fair weather approach
to the Ghant under
construction. The
Chief

15
The Chief Engineer more-
over is unable to give
an opinion as to the Bridge
designs for want of
sections of the mullahs.
He submits therefore
the following estimate
as providing for work
which should be carried
out at once in connection
with the Ghant work
already in hand.

Earthwork	Rs 3801-13-6
4, 1 Vent Tunnel	800--"
No. 2, 3, 12, & 13	300--"
1, 2 Vent Tunnel No. 4	1110--"
3, 3 Vent Tunnel	588-2-6
No. 5, 6 & 7	2400--"
Superintendence & Sundries	9000--"
Land Compensation	
<u>Rs 9000--"</u>	

At

4. It is shewn from the survey that the Pullivalangal Channel is unnecessarily crossed four times; and it is possible also that 2 crossings of the Koraputty Channel may also be avoided. The larger streams should have their banks well sloped, for which the allowance under sundries will provide.

Wm. the Earl R.
Secretary to Government

P.C. 14-12-74
12-74 P.C. 14-12-74

P. W. D.

Proceedings of the Madras Government,
Under date the 187 .

Read the following:—

From
The Superintending Engineer } (H.R. No. III of 30 Nov. 74)
Coimbatore

His Excellency
the Governor in Council
sanctions the Chief

Engineer's Extract of the
estimate submitted by
the Superintending
Engineer Coimbatore,
for making a fair
weather approach to the
Foot of the Annay
Mullay Hills. And
directs

*Pass the S.P. as above
inclined & support Col. Wilkeson
views as to the bed line -
admit that I see some
ground for the diff. of opinion
which has existed since we
arranged local plans & is the
phased the diff. but since we
up a new course track from
to 247 ft. I was not aware that
there existed some diff. of opinion
amongst officers - I am
thank Col. Wilkeson for his
diff. & respectfully submit
his order -*

11/12
Yours truly
Col. Wilkeson
will be consulted on the
non professional point

directs that provision
be made for the work
in the Provincial Budget
of 1875-76.

Comm

I would refer to
the case I should
like particularly
to know what ex-
tent of Chichester
land has been
taken up - & what
the road will be
better off. I am
averse to departing
from the principle
they have laid down
of giving what they
can a block out of
the Provincial assignment

It is seen that
all such estimates
should be submitted to
the Local Board of Health
in a separate paper that
f.0.1.2.3.4.5.6.7.8.9.10.11.12.13.14.15.16.17.18.19.20.21.22.23.24.25.26.27.28.29.30.31.32.33.34.35.36.37.38.39.40.41.42.43.44.45.46.47.48.49.50.51.52.53.54.55.56.57.58.59.60.61.62.63.64.65.66.67.68.69.70.71.72.73.74.75.76.77.78.79.80.81.82.83.84.85.86.87.88.89.90.91.92.93.94.95.96.97.98.99.100.101.102.103.104.105.106.107.108.109.110.111.112.113.114.115.116.117.118.119.120.121.122.123.124.125.126.127.128.129.130.131.132.133.134.135.136.137.138.139.140.141.142.143.144.145.146.147.148.149.150.151.152.153.154.155.156.157.158.159.160.161.162.163.164.165.166.167.168.169.170.171.172.173.174.175.176.177.178.179.180.181.182.183.184.185.186.187.188.189.190.191.192.193.194.195.196.197.198.199.200.201.202.203.204.205.206.207.208.209.210.211.212.213.214.215.216.217.218.219.220.221.222.223.224.225.226.227.228.229.230.231.232.233.234.235.236.237.238.239.240.241.242.243.244.245.246.247.248.249.250.251.252.253.254.255.256.257.258.259.260.261.262.263.264.265.266.267.268.269.270.271.272.273.274.275.276.277.278.279.280.281.282.283.284.285.286.287.288.289.290.291.292.293.294.295.296.297.298.299.300.301.302.303.304.305.306.307.308.309.310.311.312.313.314.315.316.317.318.319.320.321.322.323.324.325.326.327.328.329.330.331.332.333.334.335.336.337.338.339.340.341.342.343.344.345.346.347.348.349.350.351.352.353.354.355.356.357.358.359.360.361.362.363.364.365.366.367.368.369.370.371.372.373.374.375.376.377.378.379.380.381.382.383.384.385.386.387.388.389.390.391.392.393.394.395.396.397.398.399.400.401.402.403.404.405.406.407.408.409.410.411.412.413.414.415.416.417.418.419.420.421.422.423.424.425.426.427.428.429.430.431.432.433.434.435.436.437.438.439.440.441.442.443.444.445.446.447.448.449.450.451.452.453.454.455.456.457.458.459.460.461.462.463.464.465.466.467.468.469.470.471.472.473.474.475.476.477.478.479.480.481.482.483.484.485.486.487.488.489.490.491.492.493.494.495.496.497.498.499.500.501.502.503.504.505.506.507.508.509.510.511.512.513.514.515.516.517.518.519.520.521.522.523.524.525.526.527.528.529.530.531.532.533.534.535.536.537.538.539.540.541.542.543.544.545.546.547.548.549.550.551.552.553.554.555.556.557.558.559.560.561.562.563.564.565.566.567.568.569.570.571.572.573.574.575.576.577.578.579.580.581.582.583.584.585.586.587.588.589.590.591.592.593.594.595.596.597.598.599.600.601.602.603.604.605.606.607.608.609.610.611.612.613.614.615.616.617.618.619.620.621.622.623.624.625.626.627.628.629.630.631.632.633.634.635.636.637.638.639.640.641.642.643.644.645.646.647.648.649.650.651.652.653.654.655.656.657.658.659.660.661.662.663.664.665.666.667.668.669.670.671.672.673.674.675.676.677.678.679.680.681.682.683.684.685.686.687.688.689.690.691.692.693.694.695.696.697.698.699.700.701.702.703.704.705.706.707.708.709.710.711.712.713.714.715.716.717.718.719.720.721.722.723.724.725.726.727.728.729.730.731.732.733.734.735.736.737.738.739.740.741.742.743.744.745.746.747.748.749.750.751.752.753.754.755.756.757.758.759.760.761.762.763.764.765.766.767.768.769.770.771.772.773.774.775.776.777.778.779.780.781.782.783.784.785.786.787.788.789.790.791.792.793.794.795.796.797.798.799.800.801.802.803.804.805.806.807.808.809.810.811.812.813.814.815.816.817.818.819.820.821.822.823.824.825.826.827.828.829.830.831.832.833.834.835.836.837.838.839.840.841.842.843.844.845.846.847.848.849.850.851.852.853.854.855.856.857.858.859.860.861.862.863.864.865.866.867.868.869.870.871.872.873.874.875.876.877.878.879.880.881.882.883.884.885.886.887.888.889.890.891.892.893.894.895.896.897.898.899.900.901.902.903.904.905.906.907.908.909.910.911.912.913.914.915.916.917.918.919.920.921.922.923.924.925.926.927.928.929.930.931.932.933.934.935.936.937.938.939.940.941.942.943.944.945.946.947.948.949.950.951.952.953.954.955.956.957.958.959.960.961.962.963.964.965.966.967.968.969.970.971.972.973.974.975.976.977.978.979.980.981.982.983.984.985.986.987.988.989.990.991.992.993.994.995.996.997.998.999.1000.1001.1002.1003.1004.1005.1006.1007.1008.1009.1010.1011.1012.1013.1014.1015.1016.1017.1018.1019.1020.1021.1022.1023.1024.1025.1026.1027.1028.1029.1030.1031.1032.1033.1034.1035.1036.1037.1038.1039.1040.1041.1042.1043.1044.1045.1046.1047.1048.1049.1050.1051.1052.1053.1054.1055.1056.1057.1058.1059.1060.1061.1062.1063.1064.1065.1066.1067.1068.1069.1070.1071.1072.1073.1074.1075.1076.1077.1078.1079.1080.1081.1082.1083.1084.1085.1086.1087.1088.1089.1090.1091.1092.1093.1094.1095.1096.1097.1098.1099.1100.1101.1102.1103.1104.1105.1106.1107.1108.1109.1110.1111.1112.1113.1114.1115.1116.1117.1118.1119.1120.1121.1122.1123.1124.1125.1126.1127.1128.1129.1130.1131.1132.1133.1134.1135.1136.1137.1138.1139.1140.1141.1142.1143.1144.1145.1146.1147.1148.1149.1150.1151.1152.1153.1154.1155.1156.1157.1158.1159.1160.1161.1162.1163.1164.1165.1166.1167.1168.1169.1170.1171.1172.1173.1174.1175.1176.1177.1178.1179.1180.1181.1182.1183.1184.1185.1186.1187.1188.1189.1190.1191.1192.1193.1194.1195.1196.1197.1198.1199.1200.1201.1202.1203.1204.1205.1206.1207.1208.1209.1210.1211.1212.1213.1214.1215.1216.1217.1218.1219.1220.122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The Engineer
Comptroller

Dated
Recd.
Encl.
a. o. 23rd Jan. 1874

Nos. 353-356.

Pannachy Ghaut

Papers relating to the
opening of a road from
the foot of the new Pannachy
Ghaut to the village of
Pannamallay is turned
to the S. of Coimbatore
with remarks —

11 Dec 1874
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31