

177 1c

*Proceedings of the Madras Government, Public Works Department,
19th August 1875.*

. Read the following letters :—

No. 336. From Colonel C. V. WILKIESON, R.E., Superintending Engineer, Coimbatore, to Major J. O. HASTED, R.E., Officiating Chief Engineer, Public Works Department, dated Coimbatore, 12th August 1875, No. 54.

I HAVE the honor to acknowledge the receipt of your memorandum, No. 365, dated 10th August 1875, on the subject
One map. of the state of the road from Coimbatore

to Michael's Valley, Annamallay Hills, viâ Pollachi, for the purpose of His Royal Highness the Prince of Wales proceeding there, and I have to report that the road from Coimbatore to Pollachi, a distance of 25 miles, is in good order and suitable to fast wheeled traffic.

2. From Pollachi to foot of ghaut to Ponachy Saddle, the road to Annamallay is or can be made available for wheeled traffic, being 10 miles; but from Annamallay to ghaut there is no trace, as the line is very rocky with wet cultivation, having, either close to Annamallay or the Caraputty anicut, to cross the Oopaur river once and a deep nullah at Muncarray Oday. I cannot in the middle of the wet season hold out any hopes of making these 9 miles available for carriage traffic; in fact not even for riding if the river was in flood, besides which it makes the journey much longer.

3. But from Pollachi by the road called Mr. Lowry's Trace you can drive to Kotoor 10 miles, and a fair road can be made down to the cultivation on the banks of the Toracudnaur, marked A in map sent, the distance of about 4 miles. From this spot to foot of ghaut 3 miles, the distance must be done on horse-back, and one river, the Toracudnaur, crossed in basket boat. On this line the road is good, but two rivers are crossed at 2 miles and $3\frac{1}{2}$ miles from Pollachi, and, if they should be in flood, no carriage can pass them without great delay.

4. From foot of ghaut to the Ponachy Saddle, $6\frac{3}{4}$ miles, there is a good riding road at a slope of 300 feet per mile, but in places very narrow crossing nearly perpendicular rock, so somewhat dangerous.

5. From the Ponachy Saddle the road was to have been taken up to "Waterfall Estate," 3 miles, which line is passable, or can be made so; but from there, which is about 1,000 feet above the Toracudnaur river, not a trace has ever been made.

6. It is marked on the map I now send as "Walker proposed line" on the left bank of the river; as this is carried along a series of nearly perpendicular bluff rocks, there is no hope of making a line this way in time for His Royal Highness the Prince of Wales. If ordered, however, I can make a path from the Ponachy Saddle down to the river Toracudnaur, there exists a small path now along this way where there is coffee plantation, and from thence I would propose to cross the river and take along the right bank (see dotted line in map) where there is undulating open jungle, following the river which is pretty straight until you come to the river opposite Tungachi Mullah; from this it is plain sailing, though we shall have still some difficult slopes to get over. I should calculate this will be about 15 or 20 miles to the first encamping ground, or 25 to 30 miles on horse-back from where the horses have to be mounted at foot of hill.

7. Of this the whole line from Ponachy Saddle to Michael's Valley will have to be made into a path for horses. This, of course, can be done, if the Government will

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19th August 1875.*

give me a Company of Sappers, as in this season of cultivation it is almost impossible to get coolies except from a distance, and all low country coolies are frightened away by the leeches, which are worse here than any place I have ever been in before.

8. I would suggest also that Major Law, or an equally efficient person, be at once sent to direct the work of the Sappers and any coolies that may be collected.

9. I can give no hope of anything except the roughest of roads, and quite impracticable for loaded elephants, as many portions of the present road to Ponachy are carried along the side of almost perpendicular rock, and is only 4 or 5 feet wide.

10. Mr. Macgregor can inform the Government of the road by Poondy and over Appia Mulla if it is in any way practicable to be made into a riding road or if loaded elephants could pass along it, but I should very much doubt it myself.

11. There is a good carriage road, or could be made so, from Coimbatore to Dhulli, a distance of about 55 miles, and from there the line is well described in Mr. Hannington's report, and as I have not been that way I cannot say.

12. Should His Royal Highness the Prince of Wales determine to go to Annamallay Hills, I would not advise his sleeping at any place nearer the foot of the hills than Pollachi, until he is well up above 7,000 feet, and if Government orders the road I have proposed to be made that not a day's delay is made in sending the Sappers, and if possible the officer, as the time is very short.

13. With regard to cost I can give no idea, but the Government must give me a *carte blanche*, and the work shall be carried out economically and well.

14. The map I send has both the common names and Mr. Hannington's names marked on it.

No. 336-A. From the same Officer, dated Coimbatore, 13th August 1875, No. 56.

With reference to your memorandum, No. 379, of 11th August 1875, on the subject of the opening out the way to Michael's Valley, I have the honor to inform you that my letter No. 54 of yesterday's date will have anticipated the objection to the road via Annamallay Village, and has proposed the road via Kotoor.

2. The road for carriage traffic can easily be carried down to the river, or near the river, but from that to the foot of the ghaut between 2 and 3 miles, if quite so far, must be done on horse-back.

3. I would not advise a camp to be made nearer the ghaut foot than Pollachi, though a depôt might be established at Kotoor; it would not be advisable to locate Europeans there, as at best it is a large dirty place, and only used by coolies coming down from the hills, or who cultivate the nunjah lands close to the river, being the nearest place from the foot of the hills that may be said to be free of fever. The supply of water is scarce and very bad.

4. With reference to Mr. Wedderburn being ready to take the superintendence of the higher ranges, I shall be very glad of his assistance in the clearing, but still there will be a good deal to be done in crossing nullahs, swamps, &c., in which other than forest coolies (of which I suppose he can get any number) will be required, though, of course, we shall want them as well.

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19th August 1875.*

5. The great difficulty of the work is from the Ponachy Saddle down to the river, and then along the right bank until we cross the river again just before you come to the turn from Michael's Valley. This is a fever zone between 2,000 and 5,000 feet, and where the coolies will have to be encamped in healthy spots, and have to walk often miles to their work. In this alone is the difficulty of carrying out the work successfully, and if ample labor can be got by the Collector, half this difficulty will be got over; but still I would urge on the necessity of affording me the assistance that I asked, namely, a Company of Sappers, who would chiefly be employed in making temporary bridges and stone revetments and causeways where required.

No. 337. ORDER THEREON, 19th August 1875, No. 2,392.

CIVIL WORKS, No. 25.

THE Honorable the Governor in Council having decided that the route from Pollachi to Kotoor is to be that to be adopted, the Superintending Engineer will at once take measures for making this road throughout suitable for fast travelling in carriages, and for carrying out the extension of 4 miles to the Toracudnaur, which also should be passable by carriages. Thence to the foot of the ghaut 3 miles; first, there should be convenient means of getting into and out of the ferry boat at the river; secondly, a good bridle-path should be made from the river to the foot of the ghaut.

2. The ghaut to the Ponachy Saddle will need only such minor improvements as will facilitate its use by ponies and pack mules, together with temporary fencing where the track is exceptionally narrow and the ground below precipitous, or it may be desirable here and there to blast away rock by firing a few shots.

3. From the Ponachy Saddle the route will be down to the Toracudnaur and thence along the right bank of that stream until it will be recrossed near its exit from Michael's Valley. The selection and clearing of this temporary track will be entrusted to Colonels Michael and Davies in communication with the Collector, and the Commander-in-Chief will be asked to detail six or eight Sappers for service under these officers, who will arrange, in communication with the Superintending Engineer, for the execution of any work requiring skilled agency.

(True Extract.)

Major-General, R.E.,

Secretary to Government.

To the Superintending Engineer, Coimbatore.

" Judicial Department.

" Military Department, with Notes by Members of Government.

" Revenue "

" Controller of Public Works Accounts.

Exd. E. C. Shunker.

Spare Copies

5c

10/10/10

Letter from the
Office to the Committee
as directed by the
of the other side
attendant on the

10/20/10

Mr. Parsons

7C

The order on the
arrangements for the printed
order will be the arrangements
is to be deferred

Mr 2078

enclosed
 addressed
 please bring the papers
 you are to find at
 the
 office

Memo.

9c

Please communicate
 L.C. no 2392 of 19th Aug. to Con-
 brother, P.W. Auth. also -

P.A.

23rd Aug 75.

+ Points to
Annals.

Memorandum
The accompanying letter N 52

from the Superintendent Engineer
Combinator is submitted for

in presentation of the H. K. the
be removed with reference to a

note from the Military Secretary
asking for participation of the

route from Combinator to

Michael's Valley
Michael's Valley
Michael's Valley
Michael's Valley

14 August 1917

in the
the
the
the

As I understand the matter
the road to the foot of the Hills
is to be made practicable for foot
shell transport. The Shant is formed
but has to be made easily practicable
for Ponies & baggage mules & put
into fair communication with
the upper plateau beyond the
Coffee estate. These measures
require D.P. work & should
be put in hand at once.

Then a trace is to be
cleared of grass and special
observation beyond the head of the
Shant to Michael's valley along
which a shooting party may ride
and mules with tents (before hand)
and baggage may move with
fair ease. This part of the work
might be aided by Sappers
but I do not think that it
should require large expenditure
or Engineering ability. Mr. Webb
is reporting what he suggests.

I would recommend
that Col. Michael be requested
to proceed further in communi-
cation with the Collector to
examine the line - Col. Davis
Shant

Should accompany him -
to report whether anything
further & what is required.
I would give 6 or 8 Sappers
to accompany him.

H/O Wt.

Memorandum 13 C

See accompanying letter No 56
of the 13th instant from the Superin-
tending Engineer, Coimbatore
on the subject of the route from
Coimbatore to Michael's valley
is circulated in continuation
of that numbered 54 of the 12th Idem

Colonel Michael DORE

In Chief Engineer P.W.D

16 August 1875 -

The second part of the paper
 after the first part of the paper
 is devoted to the study of the
 various aspects of the problem
 and to the discussion of the
 results obtained in the course
 of the investigation.

No 54
Superintending Engineer's Office
Coimbatore 12 August 1902
From
The Superintending Engineer
Coimbatore
To
The Offg. Chief Engineer & M.
Ottacamund.

I have the honor to acknowledge the receipt of your Memorandum, No 365, dated 10th August 1895, on the subject of the state of the road from Coimbatore to Michael's Valley, Annamallay Hills, via Pallachi, for the purpose of His Royal Highness the Prince of Wales proceeding there, and I have to report that the road from Coimbatore to Pallachi, a distance of 25 miles, is in good order and suitable to fast wheeled traffic. From Pallachi to foot of Ghāt to Ponnachi Saddle the road to Annamallay is or can be made available

for wheeled traffic, being 10 miles
but from Annamallay to
Ghat there is no trace, as there
line is very rocky with wet
cultivation, having, either
close to Annamallay or the
Lacaputty ancient, to cross
the Papant river once and
a deep nullah at Muncarray.
Today, I cannot in the middle
of the wet season hold out
any hopes of making this small
miles available for carriage
traffic, in fact, not even for
riding if the river was in flood
besides which it makes the journey
much longer.

3. Out from Pollachi by the
road called Mr. Lowry's trace
you can drive to Kotoor 10 miles,
and a fair road can be made
down to the cultivation on the
banks of the Toracuddu river,
marked A in map sent. The dis-
tance of about 4 miles. From
this spot to foot of Ghat 3 miles
the distance must be done on
horseback, and over river the

Toracuddu and crossed in basket
boat. On this line the road is
good, but two rivers are crossed,
at 2 miles and $3\frac{1}{2}$ miles from
Pollachi and if they should be
in flood, no carriage can
pass them without great delay.

4. From foot of Ghat to the
Poornachi Saddle, $6\frac{3}{4}$ miles,
there is a good riding road at
a slope of 300 feet per mile, but
in places very narrow crossing
nearly perpendicular rock,
so somewhat dangerous.

5. From the Poornachi
Saddle the road was to have
been taken up to "Waterfall
Estate", 3 miles, which line is
passable, or can be made
so but from there, which is
about 1000 feet above the Torac-
cuddu river, not a trace
has ever been made.

6. It is marked on the map
I now send as "Walker's proposed
line" on the left bank of the
river as this is carried along
a series of nearly perpendicular

bluff rocks, there is no hope of
making a line this way in time
for H. R. H. the Prince of Wales.
If ordered, however, I can make
a path from the Poorachi Saddle
down to the river Toracaddu
there exists a small path now
along this way where there is coffee
plantation, and from thence I
would propose to cross the
river, and take along the right
bank (see dotted line in map).
where there is undulating open
pringle following the river,
which is pretty straight until
you come to the river opposite
Jingachi Mullah; from this
it is plain sailing though we
shall have still some difficult
slopes to get over. I should
calculate this will be about
15 or 20 miles to the 1st encamping
ground, or 25 to 30 miles on
horse back from where the
horses have to be mounted
at foot of Hill. Of this the whole line
from Poorachi Saddle to

Michael's Valley will have^{19th C}
to be made into a path
for horses. This of course
can be done if the Government
will give me a company of
Sappers, as in this season
of cultivation it is almost
impossible to get coolies,
except from a distance, and
all low country coolies are
frightened away by the leeches,
which are worse here than any
place I have ever been in before.
8. I would suggest also that
Major Law, or an equally
efficient person be at once
sent to direct the work of
the Sappers and any coolies
that may be collected.
9. I can give no hope of
anything except the roughest
of roads, and quite imprac-
ticable for loaded elephants,
as many portions of the present
road to Poorachi are carried
along the side of almost
perpendicular rock, and
is only 4 or 5 feet wide.

10. Mr. MacGregor can inform the Government of the road by Poondy, and over Appia mullay, if it is in any way practicable to be made into a riding road, or if loaded elephants could pass along it, but I should very much doubt it myself.

11. There is a good carriage road, or could be made so, from Coimbatore to Dhulli, a distance of about 55 miles, and from there the line is well described in Mr. Hainyngton's report, and as I have not been that way I cannot say.

12. Should H. R. H. the Prince of Wales determine to go to Annamallay Hills, I would not advise his sleeping at any place nearer the foot of the Hills than Pallachi, until he is well up above 4000 feet, and if Government order the road I have proposed to be made, that not a day's delay is made

21 C⁴
in sending the Sappers, and if possible, the Officers as the time is very short.

13. As to regard to cost, I can give no idea, but the Government must give me a carte blanche, and the work shall be carried out economically and well.

14. The map I send has both the common names and Mr. Hainyngton's names marked on it.

I have the honor to be,
Sir,

Yours most obedt. Servt.
W. H. Mason Colonel R.E.
Superintending Engineer
Coimbatore.

Superintending Engineer's Office
Coimbatore 12th August 1875

From
The Superintending Engineer
Coimbatore.

To
The Dy. Chief Engineer & Co.
Madras.

Sir,
With reference to your Memo-
randum, No 379, of 11th August 1875,
on the subject of the opening out
the way to Michael's Valley, I
have the honor to inform you
that my letter of yesterday's date
will have anticipated the objection
to the road via Annamallay
village, and has proposed the
road via Kotoor.

2. The road for carriage
traffic can easily be carried
down to the river, or near the
river, but from that to the foot
of the Ghât between 2 & 3
miles if quite so far must be done on
horseback. I would not advise a
camp to be made nearer the
Ghât foot than Pollachi, tho

1954

P. M. 1875 Sept
No: 5411
From
The Dy. Engineer
Coimbatore

To
The Dy. Ch. Engineer
Coimbatore
Pollachi.

Dated 12th
Aug 14th 1875
Recd. 23rd 1875

Reports regarding
the access to Michael's
Valley, Annamallay
Hills, from Coimbatore
via Pollachi

No 336
Recd. 17.8.75
Cu. 14.8.75
At. 16.8.75

2092.19-8-75

as a depot might be established
at ~~Katol~~ ~~it would not be~~
advisable to locate Europeans
there, as at best it is a large
dirty place, and only used by
coolies coming down from the
Hills, or who cultivate the
mungah lands close to the river,
being the nearest place from
the foot of the Hills that may be
said to be free of fever. The
supply of water is scarce and
very bad.

4. With reference to Mr.
Widderburn being ready to
take the superintendence of the
higher ranges, I shall be very
glad of his assistance in the
clearing, but still there will be a
good deal to be done in crossing
nullahs, swamps &c. in which
other than forest coolies (of which
I suppose he can get ~~any number~~)
will be required, though, of course,
we shall want them as well.

5. The great difficulty of the
work is from the Poornachi Gaddie
down to the river, and then along

1870 2115

25C6
the right bank until we cross
the river again just before you
come to the turn from Chichale
Valley; this is a fever zone between
2000 and 5000 feet, and where
the coolies will have to be en-
camped in healthy spots, and
have to walk often miles to
their work. In this alone is the
difficulty of carrying out the
work successfully, and if ample
labour can be got by the Collector
I shall think this difficulty will be got
over, but still I would urge
on the necessity of affording
me the assistance that I asked,
namely, a company of sappers,
who would chiefly be employed
in making temporary bridges
and stone ~~with~~ ^{with} causeways where
required.

I have the honour to be,
Sir,
Your most obedt. servt.
William Colwell
Superintending Engineer
Bombay.

Public Works Dept
No 2392

Proceedings of the Madras Government
Under date the 19th Aug 1895
Read the following

From *Proceedings of the*
The Supg Engrs Committee (Resoln No 54 of 12th Aug 1895)
do do (Resoln No 58 of 13th Aug 1895)

The Honble the
Governor in Council
having decided that
the route from Pollachi
to Kotor is to be that
to be adopted, the
Supg Engrs will at
once take measures
for making this road
throughout suitable for
fact

*It is the duty of the
Engineers to see that the
road is made in such a
manner as to be suitable
for the purpose of the
road.*

P. M. 1895 Resoln
No 5412

To the Supg Engrs
Committee
Madras

Report of the
Engrs of the
Pollachi to Kotor
road.

Subject of the opening
and widening of
Pollachi Valley

Engrs of the
Pollachi to Kotor
road.

No 2392-18-8-95

No 336a

fast travelling in carriages
and for carrying out
the extension of 10 miles
to the Yoracastuan,
which also should
be passable by carriages.

Thence to the foot of
the ghaute 3 miles - first
there should be convenient
means of getting into and
out of the ferry boat at
the river, secondly a good
bridle path should be
made from the river to
the foot of the ghaute.

2. The ghaute to the
Ponachy saddle will
need only such minor
improvements as will
facilitate its use by
ponies

31 C 7
29 C 0
ponies and pack mules
together with temporary
fencing where the track
is exceptionally narrow
and the ground below
precipitous: or it may
be desirable here and
there to blast away
rock by firing a few
shots.

3. From the Ponachy
saddle the route will
be down to the Yora-
castuan and thence
along the right bank
of that stream until
it will be cropped
near its exit from
Michael's valley.
The selection and clearing
of

of this temporary track ~~Colonel~~
 will be entrusted to
 Colonel Michael ~~and~~
 and Davies
~~be requested to proceed~~
~~to the place, and in com-~~
~~munication with the~~
~~Collector under the~~
~~necessary arrangements.~~
~~Colonel Davies also~~
~~will accompany Colonel~~
~~Michael, and the Commandr~~
~~in Chief will be asked~~
~~to detail 6 or 8appers~~
~~for service under~~
~~to accompany these~~
~~officers, who after ex-~~
~~amining the ground~~
~~will report to the~~
~~Collector in detail the~~
~~for the work required~~
~~to make the track~~
~~easily~~

I will send a few
 men from the hills
 to assist in the
 work.

~~easily readable and~~
~~capable of being~~
~~will arrange in communi-~~
~~cation with~~
~~under the Supp.~~
~~Engr. for the execution~~
~~for carrying out any~~
~~work requiring skilled~~
~~agency~~
 May 17/8

Supp Engr. Coimbatore — 6
 Judd Dept — 7
 Military Dept with
 Revenue Dept — 14
 Controller — 20 1/2
 M.S. despatched date 20/8/75
 SC Depd - 3.9.75
 Madras 21 - 22/8/75

3412
 Govt. of Madras
 PUBLIC WORKS.

To *Supergr.*
Coimbatore
12/11/1875

Dated

For

By

For

G. O., 19 Aug: 1875. No. 2392

Not. 336-337

Road from Coimbatore to
Michael's Valley, Annamallay
Hills, via Pollachi.— Passy
 orders on letters from the
 Super: Engrs., Coimbatore,
 regarding the state of the

— as regards its suitability
 for fast travelling in carriages,
 it being the intention of
 H. R. H. the Prince of Wales
 to visit the spot.

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 6
 20
 14
 20
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 72