

- (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.	3081	Press
B.P. No.		Mis.
Dated	18-11	195
		1876

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
18th November 1876. No. 3,081.*

No. 300. Read the following letter from Lieutenant-Colonel J. F. FISCHER, R.E., District Engineer, Madura, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Camp at Kodicanal, 30th September 1876, No. 2,358:—

In forwarding an enclosed copy* of a letter from Lieutenant-Colonel Law, I have the honor to request, with much regret, you will be so good as to allow Lieutenant-Colonel Law to postpone his work at once as the season is very unhealthy and he

* No. 99, dated 19th September 1876.
Copy of a letter.
Estimate.

should not move out again till after October and November next.

From Lieutenant-Colonel G. V. LAW, Special Executive Engineer, to Lieutenant-Colonel J. F. FISCHER, R.E., District Engineer, Madura, dated Kodicanal, 19th September 1876, No. 99.

I HAVE the honor to request you to forward, for the kind consideration of Government, the enclosed estimate for completing a cart ghaut from Kodicanal to Neutral Saddle, and report on my proceedings for the half-year.

2. From the experience I have gained on the upper section of the ghaut, I believe that I can construct a fair carriage ghaut 12 to 15 feet wide, at an average cost of Rupees 3,000 per mile (exclusive of bridle-path expenses). The above to include all drainage that can be carried by first-class drains (5 feet covering stones), but not bridges over the large mountain torrents, which I would render temporarily passable by road-dams.

3. The final construction of the large bridges I would defer until the whole ghaut be opened and materials can be carted from the low country, as the expense of conveying materials up to the old ghaut to commence bridging from above would be enormous.

4. With my allotment of Rupees 1,500 per mile, I have completed the earthwork of the upper 8 miles of ghaut, nowhere less than 12 feet, have constructed twelve first-class drains, several small drains and revetments, and a great amount of blasting; also road-dams over the Chasim Nullah, Shembaganoor waterfall, and Tiger Sholah river. There is still much drainage only temporarily provided for, and long lengths of rock from which the full width must be blasted out of the solid rock.

5. My blasting has been very successful, and I am working at exactly half the Nilgiri rates: 8 Annas instead of 1 Rupee the yard bored.

6. In previous reports I stated that I anticipated great difficulties in getting from Neutral Saddle to Storehouse Saddle, from whence I hoped to make my final descent through the Umbahvy Valley to Batlagoondu. I am glad to report that my traces have been far more successful than I expected, and that the only very heavy works which I have been unable to avoid are the Muchoor precipices, through which I have run a steep and crooked temporary path passable for horses above the future ghaut line. I have also been obliged to run 1 in 16 for about half a mile from Muchoor Saddle to the bottom of the waterfalls of the next mountain torrent. The rest of the trace is 1 in 19, 1 in 30 and easy gradients.

7. I have run the trace as far as the crossing of the Punnikad Ghaut, Umbahvy Valley, 18 miles from Kodicanal, and, by the Aneroid, 3,000 feet above mean sea level, and there are but a few bits to be revised before finally opening.

8. The bridle-path has been run to a mile below Muchoor, about 13 miles from Kodicanal, and is now in progress.

9. Below Storehouse Saddle I have done some lockspitting, but the work has been stopped. My writer and lascars have all been sent to Pereacolum Dispensary, and I have been myself prostrated by jungle fever caught in the Umbahvy Valley: of my whole camp not one man escaped.

Proceedings of the Madras Government, Public Works Department,
18th November 1876. No. 3,031.

10. There is a scarcity of water in the Umbahvy Valley and that little poisoned by fallen leaves and decayed vegetation. I am afraid that I must defer the downward trace till the north-east monsoon has cleared the valley; but as soon as I am fit to take the field I propose tracing from Neutral Saddle towards Pulney; and I shall be glad of a further allotment to complete the cart road hence to Neutral Saddle as my funds are nearly exhausted. I may add that I have been informed that the American Mission are anxious to start spring conveyances between Kodicanal and Shembaganoor next hot season.

11. I discovered teak in the Umbahvy Valley, but dreadfully scathed by the annual burnings of grass.

No. 301.

ORDER THEREON, 18th November 1876, No. 3,031.

CIVIL WORKS, No. 20.

HIS GRACE the Governor in Council is not prepared to accept a general average of Rupees 3,000 a mile as sufficient estimate for opening the head of the new Pulney ghaut to 12 feet in width between Kodicanal and the Neutral Saddle, a distance of 8 miles, common both to the main line to Batlagoonda and the local line to Pulney. He expects to be furnished with a survey and regular estimate, including at least sections of the larger nullahs where it is proposed to bridge them eventually, before any outlay can be permitted on the Budget grant of the ensuing year. But in order that the labor already brought together for the work, and apparently utilized to good purpose, may not be dispersed at a season when scarcity prevails everywhere, His Excellency in Council sanctions transfers of Rupees 2,000 each from Items Nos. 66 and 68 of the Provincial Budget of the current year, the Pottinghy and Goodaloor ghauts; the outlay on which in the first half of the year has been altogether disproportioned to the allotments; while of the Rupees 12,000 allotted for the Pulney ghaut Rupees 11,148 had been spent, and Rupees 696 out of the grant of Rupees 4,000 for tracing and opening to bridge-path.

2. It is with this latter work that His Excellency in Council is anxious that most progress should be made during the remainder of the season. And doubtless Lieutenant-Colonel Law is himself most anxious to ascertain how his termination of a trace, already 18 miles long without a zigzag, shall work down to the plain, apparently 2,000 feet below his last point, the crossing of the old Pannikaud ghaut. But he is enjoined to be careful of his own and subordinates' health, which His Grace the Governor regrets to learn has already suffered severely from their having ventured to encamp too low down the new trace in August and September before the north-east monsoon had rendered the Lower Pulneys comparatively healthy.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

To the District Engineer, Madura.
" Examiner of Public Works Accounts.
" Financial Department.

Exd. S. T. Austin.
Spare Copies

Kodicanal.

15 September 1876

No. 96.

From

Gr. No. 1429

26 Sept 76

From private account it would appear that Lt. Col. Law's march was precipitated in extending march on perpetuating his traces through the Lower Pulneys from the 1st Aug. to the 8th Sept., when he was struck down with the fever in camp at Neocanloor, high on the western slope of the valley west of Pannikaud, about 2 miles below Neutral Saddle. And he is understood to have perished on his march from the 20 miles from the Pannikaud to the Ghaut in the Umbahvy Valley, about 20 miles from Pannikaud. The high mts. were extremely low at the time. This march

Kodakaul.

15 September 1876.

No. 96

From

Acutt: Coll: Caw

Special Executive Engineer.

To

Acutt: Coll: Fischer R.R.

District Engineer, Madras

Sir,

I have the honor to report that my writer, all my lascars and almost all the servants who were with me caught severe fever in the Umbakuy valley. —

2. During Sunday 10th I lay almost senseless, and carried in here on the 11th. —

I have &c

/s/ George V. Caw. Esq. Coll.

Special Executive Engineer

/True Copy/

W. T. Fischer Acutt: Coll: R.R.

District Engineer Madras

being ~~to some~~ attacked is caused by fever - Managiamintu. he is with the climate of the locality, he is ~~unusually~~ like the interval between the S.W. & N.E. Monsoons. I believe unhealthy there, or the fever this has been seen repeatedly since - But he is inclined to think the fever is the same as that it has been seen in the same place - I have submitted the report of the N.E. Monsoon before mentioned to the Government of Madras. He cannot, however, the greater contain the future season. The season, and the season of civil letters have been ~~unusually~~ remarkable; so as to facilitate the ~~unusually~~ season for the season, and a

P.W.D.

23 SEP 76

No. _____

Encls: in a letter from
the District Engineer
Madras to the
Chief Engineer P.W.D.
No. 2267 of 19th Sept 76

Copy of Encls
Cde. Secy's letter.

District Engineer's office
Madras 19th September 1876.

No. 2267

From.

Lieut: Coll. J. F. Fischer R.E.
District Engineer, Madras.

To

Major: General: G. W. Walker R.E.
Chief Engineer, P.W.D.
Madras.

Sir,

Encls: 1.

It is with much regret that
I have the honor to submit for your
consideration the accompanying report
from the Executive Engineer, on special
duty at Kodumal No. 96 dated the 15th
Instant and to state that I have recom-
mended Lieut: Coll. G. V. Law to proceed
at once to Madras for proper medical
treatment.

I have the honor to be
Sir
Your most obedient
servant
Lieut: Coll. J. F. Fischer R.E.
District Engineer of
Madras

Recommend to
Come here to place
himself under proper
Medical treatment.

informs that is

Reich: Gott. G. V. Sam-

8202267

Endo 1.

24th 1797 }
 Decr 1796 }

C.R. No. 1429 of 26-9-76

Madras.

878.

The Chief Justice

Signature

The Didnot Language

From

P.W.D.
93SEP76

1876-77.

Estimate for the Construction of a Carriage Road from Woodstock to Kent. See also the Railway Bill.

Description of Work	Length	Rate per mile	Total	Remarks
Construction of a carriage track including all drainage up to 4 feet span.	8 miles	3,000 "	24,000 "	
Deduct	standing	accounted	12,000 "	
Balance	requiring	Pavement	12,000 "	

Hochkaval
 19^e - September 1876

Letter to Tachard in b. vol.
Direct Address of Mademoiselle.

George D. Davis - Rank: Colonel
Special Machine Engineer.

P.W.D.
70376
7187

No. 99

Kodicanal
19th September 1876
13

Dear Sir

Superintendent Colonel Low
Special Executive Engineer
Superintendent Colonel Fischer R.E.
District Engineer
Madurai

Sir,

I have the honor to request you to forward, for the kind consideration of Government, the enclosed estimate for completing at least half from Kodicanal to Kumbhakoddie, and report on my proceedings for the half year.

From the experience I have gained on the other section of the branch, I believe, that I can construct a fair carriage road 12 to 15 feet wide, on new tracings, cost of Rs. 3.00 per mile (exclusive of bridge path expenses). The above to include all drainage that can be carried by first class drains (5 feet covering stones), but not bridges over the large mountain torrents, which

S

Enclosed: 2 in a letter from
Mr. Richard Langmuir
Inspector to Mr. Low
to Govt. No. 2358
30-9-76.

At Kodicanal
Agarwal

I would render temporarily portable
by road drains.

3. The final construction of the large
bridges I would defer until the whole
glacier has opened, and materials can be
carried from the low country; as the expense
of conveying materials up to the old Ghaut
to commence bridging from above would
be enormous.

4. With an allotment of Rs 1500 per
mile I have completed the earth work of
the upper eight miles of Ghaut, and have
thawed 12 feet, have constructed 12 earth
cross drains, several small drains and
revetments, and a great amount of blasting;
also made dam over the Chasani nullah,
Shambaganwar waterfall and Tiger Sholai river.
There is still much drainage only temporarily
provided for, and long lengths of road from
which the full width must be blasted
out of the solid rock.

5. My blasting has been very successful
and I am working at exactly half the

the ordinary rates: eight annas instead
of one rupee the yard bored.

In previous reports I stated that
I anticipated great difficulties in getting
from Kachab Saddle to Stone house saddle,
from whence I hoped to make my final
descent through the Umbahy valley,
to Balthagoondi. I am glad to report
that my hopes have been far more
successful than I expected, and that the
only very heavy work which I have
seen unable to avoid are the much too
precipitous places which I have run as
sheep and crossed temporary paths possible
for horses above the future Ghaut line.
I have also been obliged to run one in
it for about half a mile from Muchoor
saddles to the bottom of the waterfalls
of the next mountain horst. The rest
of the track is 1 in 19, 1 in 30 and easy
gradients.

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10. There is no scarcity of water in the
combahy valley and that little, poisoned
by fallen leaves and decayed vegetation.
I am afraid that I must defer
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the downward trace till the north east
monsoon has cleared the valley, but as
soon as I am fit to take the field
I propose tracing from Neutral Saddle
towards Pulney; and I shall be glad
of a further allotment to complete the
cart road hence to Neutral Saddle, as my
funds are nearly exhausted. I may add
that I have been informed that the
American Mission are anxious to start
spring conveyances between Kodikaval
and Chembaganoor next hot season.

11. I discovered teak in the Ambatory valley, but dreadfully ^{scattered} by the annual burnings of grass. I have 4 or 5

of Grass. I have for
Signed/ G. V. Van Dintlobb
Executive Engineer

p. True copy of
 Court of Claims Decree of 1888
 District Engineer

P.W.D.
7 OCT 76
7187

Copy of letter
to Secy: Secy's letter

Enclo: 1. in a letter from
the Secy Secy Secy
to the Secy to Govt.
No. 2358 of 30-9-76.

N 2358.

Dubut Engineers Office
Amherst Medical School
Despatch 3rd October 1876

From
Lieut Colonel J. F. St. John
District Engineer, Madras

To
Major General W. Walker
Secretary to Government

2 to 99 dated 19/10/76
I am forwarding an
enclose 1 copy of a letter from
Lieut Colonel St. John. I have the honor
to request with much regret
you will be so good as to
allow Lieut Colonel St. John to
resign his post at once
as the season is very unhealthy
and he should not move
out again till after October
and November next.
I have the honor to be
your most obedt servant

Enclo: 2.
1. Copy of letter
1. Estimate
2.

W. Walker
Lieut Colonel St. John
District Engineer

5025-4-76 No 1037
- 21-7-76 - 1853.

P.W.D.
7 OCT 76
7187

The P.W.D. Officer
Shankar - regarding
as should be done
cannot move out
the of the region
account of very bad
weather.

No 2358.

Order 30th Sept 76.
Sept 3rd Oct 76.
Order 1st Oct 76.
Recd: 2.

From
The District Engineer
Madras
The Secretary to Govt
P.W.D.
Madras.
C.E. No 2, 7/17th Oct 76.

No 300

Cir 14-11-76
Order 6 Oct 7-10-76.

No 3081

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 18th November 1876

Read the following:—

From

The Dist. Eng^r Madras (M.E. No 2358 of 30th Sept 76)

His Grace the Governor in Council is not prepared to accept a general average of Rs 3,000 a mile as sufficient estimate for opening the head of the New Palney Ghaut to 12 feet in width between Kodikanel and the Neutral Saddle; a distance of 8 miles, common both to the Main Line to Battagoundu and the Local

Local line to Pulney. He expects to be furnished with a Survey and regular Estimate; including at least sections of the larger Nullahs where it is proposed to bridge them eventually; before any outlay can be permitted on the Budget Grant of the ensuing year. But in order that the labour ~~is~~ already brought together for the work, and apparently utilized to good purpose, may not be dispersed at a season when scarcity prevails every where, His Excellency in Council sanctions transfers of Rs 2000 each from Items Nos 66 and 68 of the

Provincial

6
Provincial Budget of the current year, the Pottinghy and Goodaloor Ghaut, the outlay on which in the first half of the year has been altogether disproportionate to the allotments; while of the Rs 12000 allotted for the Pulney Ghaut Rs 1118 had been spent, and Rs 696 out of the grant of Rs 4000 for tracing and opening to bridle path.

It is with this latter work that His Excellency in Council is anxious that most progress should be made during the remainder of the season. And doubtless Lieutenant Colonel Law

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is himself most anxious
to ascertain how his ter-
mination of a trace, already
18 miles long without a
zigzag, shall work down
to the plain, apparently
2000 feet below his last
point, the crossing of the
old Punikand Ghaut.

But he is enjoined to be
careful of his own and
subordinates health, which

His Grace the Governor regrets
to learn has already suf-
fered severely from their
having ventured to encamp
too low down the new trace
in August and September
before the North East
Monsoon had rendered
the Lower Pulneys com-
paratively healthy.

No 300/301. C.M.M.

11th Oct 14-11-76

D. E. Madhura
En. P. W. A.
Ful Sept. 23-11-76

2/28 7/57

Govt. of Madras.
PUBLIC WORKS.

To

Dated

Issued

Recd

Encl.

G. O., 18 Nov 1876, No. 3081

Mos. 306/1

For Colony, Madras
Encl. — Putting order on
letter from the Encl. Encl.
Encl. to be sent by Encl.
Law on the project made on
the — for the first half of
1876.

Depd 25-11-76

20/11/76 Cin 14-11-76