

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	597	11	Press
			Mis
Dated	5-8-37	1877.	

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

5th September 1877, No. 697 W.

Buildings and Roads.

Civil Works.

Read the following papers:—

No. 41. From W. S. HARRINGTON, Esq., M.I.C.E., District Engineer, Madura, to Colonel W. FAREWELL, Deputy Chief Engineer, Public Works Department, Buildings and Roads, dated Punnappetty, 15th August 1877, No. 95.

With reference to G.O., No. 3,081, of the 18th November last, I have the honor to forward, for the sanction of Government, the enclosed plan and estimate of

- 1 Plan.
- 1 Estimate.
- 1 Copy of Colonel Law's report.

Rupees 46,000 for constructing the 1st Section of the New Kodicanal Ghaut, Pulney Hills. I request your attention to

the suggestions contained in paragraph 7 of Colonel Law's report, and beg that they may be sanctioned as soon as possible should you approve of them.

From Lt.-Col. G. V. LAW, Special Executive Engr., to W. S. HARRINGTON, Esq., M.I.C.E., District Engineer, Madura, dated Kodicanal, 6th August 1877, No. 65.

I HAVE the honor to forward plan and estimate for construction of 1st Section, New Kodicanal Ghaut, Pulney Hills.

2. The estimate amounts to Rupees 56,000, of which 16,000 were spent in last official year, and about Rupees 8,000 more to date, and provides for a 15-feet ghaut from Kodicanal to Neutral Saddle, 7½ miles, joining the upper and lower Pulneys. All drainage provided for, except the Tiger-sholah river, over which I have constructed a temporary paved dam.

3. I have taken a section of the river, and consider that a truss or girder-bridge of not less than 30 feet span is necessary, but have no data on which to frame an estimate. No teak or skilled labor is available; the iron-work, fittings, &c., would have to be made in the plains. The cost and difficulties of carriage of timber up the short steep zigzags of the old ghaut would be very great, and I would respectfully suggest that it would be sound policy to defer constructing any bridges over 0 feet span till the line be opened temporarily for cart-traffic, when timber would be carted and the bridging commenced from the bottom upwards.

4. The measurements of the estimate have been taken by myself, and in fixing the rates at what may (I fear) be considered too low a figure, I have carefully compared the actual work done with what has to be done.

5. I have completed 13 first-class and 44 common drains, and the first special drain (7 feet covering stone cut granite) over the chasm was covered yesterday. By the end of this month I hope to open for carriage traffic from Kodicanal to Shembaganur 3½ miles. I also expect to finish the earth-work as far as Neutral Saddle everywhere to 15 feet, and then to attack the precipices and mountain torrents through the Tiger-sholah, after passing which, with the exception of the Muchoor precipice (12th mile) and a few masses of solid rock, the line is comparatively easy until the end of the 24th mile.

6. The ghaut (as I have already reported) is, with a few temporary deviations, rideable for 23 miles, and from Shembaganur downwards to crossing of Punnikad Ghaut (21st mile) has

entirely superseded the old paths. The bridle-path of the last 7 miles has also been cut wherever practicable, but there are heavy obstacles to be overcome to make them passable. The opening of these last few miles would, "without addition of length," entirely supersede the old Punnikad Ghaut, on which numbers of ponies and cattle perish annually, and give "the long wished for desire of the Local Fund Board," namely, a practicable line from the markets of Davadanapatti and Batlagoondoo in the plains to the plantations and rich villages of the lower Pulneys, Punnikad, Tandigoody, and Parryoor.

7. Owing to the failure of the south-west monsoon, this season has been unusually unhealthy on the lower Pulneys, and is not likely to improve till after the north-east monsoon. Taking, therefore, into consideration "the shortness of the working season," "the importance of working out the lower Pulneys," above all "the hard times," I trust that I may be pardoned for "respectfully" suggesting that of the Rupees 30,000 entered in the Provincial Budget for 1877-78 (Item 40), but half be appropriated to the first section of the ghaut, and the rest to work below Neutral Saddle, in anticipation of plans and estimates being commenced as soon as safe, and completed within current official year.

8. After August the work of Section I must necessarily be confined to a limited number of borers, blasters, rock-shifters, and stone-building wudders; but I could easily provide earth-work for 200 laborers, camping them at Neutral Saddle, and sides above fever range; and as no hill villagers have joined my works, and few but the able-bodied can face the hills, such employment would be a great benefit to the Iareakolum Taluq (where as yet no relief-works have been started) and preserve in health and strength a nucleus of able-bodied men for future agricultural work.

9. The end of December and following months I would propose to devote to the Umbaluy Valley and last section of ghaut working chiefly from below.

10. In conclusion, I would respectfully suggest that my new ghaut be called "the Kodicanal Ghaut." It strikes the plains to the south of the hills, whereas "Pulney" to which the Local Fund Board propose a new ghaut (which would naturally be called the Pulney Ghaut) lies to the north.

No. 42. ORDER THEREON, 5th September 1877, No. 697 W.

RECORDED, pending receipt of the survey and estimate for the remainder of the ghaut.

2. The District Engineer's attention is called to paragraph 2 of G.O., No. 1,014, of the 24th March 1877. He will see that Lieutenant-Colonel Law confines the expenditure on the ghaut to completing the bridle-road throughout.

(True Extract.)

Colonel, R.E.,
Secretary to Government, P.W.D.

To the District Engineer, Madura.

Roads and Buildings.
No. 95

District Engineer's Office
Camp. Punnakully, 15th August 1877
11-2-13

From

W. S. Harrington Esquire
District Engineer, Madura

To

Colonel W. S. Farewell
Chief Engineer for Roads and Buildings
Madura

Sir,
With reference to G.O. No. 3081 of the 18th November last I have the honor to forward for the sanction of Government the enclosed plan and estimate of Rs. (46000) forty six thousand for constructing the 1st section of the New Kodicanal Ghaut, Pulney Hills. I request your attention to the suggestions contained in para 7 of Colonel Law's report and beg that they may be sanctioned as soon as possible should you approve of them.

Encls. 3.

Plan

Estimate

Copy of Colonel

Law's report.

I have the honor to be,
Sir,

Your most obedient servant

W. S. Harrington
District Engineer,
Madura

5 Sept 1841

No 65.

SP

From

Colonel G. B. Land

Special Rec: Engineer

W. J. Harrington Esquire

M. J. C. E.

District Engineer of Madras.

Sir

I have the honour to forward
plan and estimate for construction of
1st Section, New Kodikanal Ghant, Pulney Hills.

2. The estimate amounts to Rs. 56,000...
of which 16,000... were spent in last official
year, and about Rs. 8,000... more to date,
and provided for 15 feet ghant from
Kodikanal to Neutral Saddle, $7\frac{1}{4}$ miles,
joining the Upper and Lower Pulneys; all
drainage provided for except the Liger Tholuk
river, over which I have constructed a tem-
porary paved dam.

3. I have taken a section of the river,
and consider that a truss or girder bridge
of not less than 30 feet span is necessary,
but have no data on which to frame
an estimate. It took in skilled labour
is available; the ironwork, fittings, &c.
would have to be made in the plains:
the cost and difficulties of carriage of
timber up the short steep zigzag
of

if the old ghant would be very great
and I would, respectfully, suggest
that it would be sound policy to defer
constructing any bridge over 20 feet
span till the time he opened temporarily
for cut traffic when timber could
be cut and the bridging commenced
from the bottom upwards.

4. The measurements of the estimated
have been taken by myself, and in fixing
the rates at what may (I think) be con-
sidered too low a figure, I have carefully
compared the actual work done, with what
has to be done.

5. I have completed 13 fresh clear and
common drains, and the first special
drain (7 feet concrete stone cut granite)
over the Charin was covered yesterday by me
the end of this month I hope to open for
carriage traffic from Kodikanal to
Ghumbayam $3\frac{1}{2}$ miles. I also expect
to finish the earthwork and far as Neutral
Saddle measures to 15 feet, and then to
attack the precipitous and mountainous
through the Liger Tholuk, after passing
which, with the exception of the Minkoor
precipice (12 mile) and a few series
of solid rock the line is comparatively
easy until the end of the 2nd mile
6. The Ghant (as I have already reported)
is, with a few temporary divisions, suitable
for

for 23 miles, and from Thambagamon
downward to crossing of Punnikad
ghant (21^{1/2} mile) has entirely superseded
the old path. The bridge path of the last
7 miles has also been cut wherever
practicable, but there are being started
to be over come to make them passable.
The opening of these last few miles
would without addition of length entirely
supersede the old Punnikad ghan, on
which numbers of ponies and cattle perish
annually, and give the long wished for
piece of the Local Fund Board, namely
a practicable line from the outskirts of
Dandamapatti and Ballajorndas, in the
plains, to the plantations and rich villages
of the Lower Pulneys, Punnikad, Pandigonda,
and Pargoor.
7. Owing to the failure of the South
West Monsoon, this season has been
unusually unhealthy on the Lower Pulneys,
and is not likely to improve till after
the North East Monsoon. Taking, therefore,
into consideration the shortness of the
working season, the importance of
working out the Lower Pulneys, almost
the Board have, I trust, that I may
be pardoned for respectfully suggesting
that of the Rs 3,000 asked in the Provincial
Budget for 1897/98 (item 40) but half
be appropriated to the first section.

of the Ghant, and the rest to work
below Neutral Gode, in anticipation of
explorations and estimates being commenced
as soon as safe, and completed within
current official year.
8. After August the work of section I
must necessarily be confined to a limited
number of boros, black rock lifts
and stone building mudders, but I could
easily provide ~~the work~~ ^{the work} below
camping them at Neutral Gode, and also
above Lower Range - and as no hill
villagers have joined my works, and few
but the able bodies can face the hills, such
employment would be a great benefit
to the Punnikad Valley (where as yet no
relief works have been started) and procure
in health and strength a nucleus of able
bodied men for future agricultural work.

9. The end of December and following
months I would propose to devote to the
Lumbhary valley and last section of ghan
working chiefly from below.

10. In conclusion, I would respectfully
suggest that my new ghan be called
"the Kodikand Ghan". It strikes the
plains to the South of the Hills, whereas
"Pulney" to which the Local Fund Board
propose a new ghan (which would
naturally

Naturally he called the Palace Street
lies to the North.

I have the honour to beg

Respectfully
6 August 1877

your obedient servant

(Signed) George V. Law, Esq. M.A.
Special Secy Engineer

Madras

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By Road
No 697 W Public Works Department

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 5th Sept 1877

Read the following:—

Letter from the District Eng^r Madras (H. L. No 95 dated 15th August 1877).

Recorded pending re-

-ceipt of the survey and estimate
for the remainder of the Lyhaut.

2. The District Engineer's
attention is called to para 2 of
H. L. No 1014 of the 24th March 1877.
He will see that Lieutenant
Colonel Law confines the expen-
-diture on the Lyhaut to com-
-pleting the Bridle road &
throughout.

Wk
31.8.77.

Est 3/0

I can't help viewing
this Lyhaut as a funny
bit of a Lyhaut
just the same. It is
an old Lyhaut
to afford.

D. E. Madras 7/10
11/11/77-14-9-77

McDonnell
J. L. Linn

1891 August 2nd

Dear Mr. Linn
I have just received
your letter of the 28th
and am glad to hear
from you. I am well
and hope this finds
you the same. I have
not much news to write
at present.

Yours truly
J. L. Linn

Govt. of 1873

PUBLIC WORKS

To

Dated

Issued

Recd.

Encl.

G. O., 5* Sep 1877, No. 6971

Nos. 11-12

New Kodikanel Grant

Madura St. Col. Davis

Report with plan & Est.

for the 1st Section of

the —, recorded

pending receipt of

Survey & Est. for the

Remainder of the Grant.

31.8.77.

Est. 5-77

7-9-77
Taken for reference

7-9-77

It is requested that
the plan submitted by
the Engineer to allow
the construction of the
new Kodikanel Grant
be approved by the
Board of Directors of the
Public Works Department
and that the necessary
arrangements be made
for the execution of the
work. The plan is
submitted for the
approval of the Board
of Directors of the
Public Works Department
and for the approval of
the Government of the
Province.

Ar 31-8-77