(1) Number of pages 28

(2) Date of repair 19/8/86

(3) Initials of the Referencer

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public works DEPARTMENT

G.O. No. / B.P. No. 3128 (P.W) Press. / ~~Mis.~~

Dated 5-8-1878 ~~197~~ .

Not to be folded or roughly handled.

Archives I—10,006—19-4-79.

3128/1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

5th August 1878, No. 3,128-W.

Buildings and Roads.

Civil Works.

Read the following papers :—

No. 41. From J. W. MINCHIN, Esq., to the Private Secretary to His Grace the Governor, dated Ootacamund, 1st June 1878.

I am requested by the gentlemen interested in the new Ouchterlony Valley Road to thank you for your letter of the 31st May, but at the same time to beg that His Grace will permit the following explanation as to the request for a supplemental grant for the completion and security of the road that has been opened.

2. The further supplemental grant that they ask for they do not at all propose should be considered a famine allowance. They are aware that the special grant referred to in your letter ceased from the 1st May. But they wish to point out that an expensive and useful road has been nearly completed ; that a small further sum only is required to render it of permanent value ; that the sum of Rupees 3,000 (nearly) has been now subscribed towards the cost of finishing this work ; that the Madras Government have been in the habit of supplementing private subscriptions towards the cost of works of public utility ; and that, as this is a most useful road, they trust that His Grace may accord assistance in this instance.

3. Owing to the great cost of removing rocks that were not visible when the trace was made the money spent upon the road has been much greater than was anticipated, and Major Morant's estimate has been exceeded, while the drains required for diverting the monsoon rains have not been opened, and money is required to finish off some of the worst portions thoroughly.

4. Hoping that His Grace may see fit to reconsider this matter, I am, &c.

Forwarded to the Chief Engineer for report.

(By order.)

Ootacamund,
3rd June 1878.

(Signed) P. J. HANKIN,
Private Secretary.

No. 41-A. From Major J. L. L. MORANT, R.E., District Engineer, Nilgiris, to the Chief Engineer, Public Works Department, dated Ootacamund, 10th July 1878, No. 178.

In reply to your Public Works Department Memorandum, No. 2,432, dated the 3rd ultimo, I have the honor to inform you that I have been carefully over the new Ouchterlony Valley Road and have also been furnished with all requisite information by the Secretary of the Planters' Association. I beg now to submit to you the facts thus obtained.

2. The funds now available for this road including the grants already made by Government and the subscriptions raised by the planters themselves total Rupees 26,012. The greater part of this has been actually expended, and liabilities have been incurred for the remainder. I estimate an additional Rupees 5,145 are now required to open the road to traffic.

3. The following are the reasons for the estimate having been exceeded :— The length of the road — (*vide* Revenue Department, G.O., F.R. No. 180, of the 22nd January 1878) was at first thought to be seven miles. This was an approximation made before it was possible to take any accurate measurements. The actual length is eight-and-a-half miles. A table of gradients is attached which shows how favorable they are. The cost per mile was at first roughly approximated. In cutting out the road an unusual amount of hidden rocks was encountered which enhanced the mileage cost. In order also to afford relief, large numbers of women and children had to be employed, and all the coolies, both males and females, being in a weekly state of health, the cost of their work was enhanced some 30 per cent. over ordinary rates.

4. But it will still be found that the entire cost per mile is only Rupees 522 greater in actual work than it was in the original estimate. It was estimated to be Rupees 3,143 ; it actually is Rupees 3,665.

5. I append a statement giving the details of the expenditure of Rupees 26,012, and I add an estimate for the Rupees 5,145.

6. The planters have already subscribed Rupees 10,418. They state their inability to furnish any further funds. I trust Government will see their way to give the Rupees 5,145 necessary to complete the road.

7. The items of the estimate need a few remarks :

The first item is for repairing the road by barelling it, arranging for its surface drainage, removing landslips which are sure to fall, restoring earthwork which is now settling, levelling portions which have sunk, and so on. The second item is for providing sufficient drainage to carry off the road surface water and the water brought down by the catch-drains. The third item is for providing catch-drains, none having been as yet cut ; these are the drains stated to be required. The fourth item is for completing to the full width and straightening the approaches to the large Pandy river bridge ; one of these is very rocky and has already given much trouble. And the fifth and last item is for removing rock at various points along the road.

8. Regarding what has been done by the Planters I have much pleasure in being able to state that the work has been well carried out. The Arataparah bridge of fifty-feet span is a particularly creditable piece of work in every way, and this is, I am informed entirely due to Captain Griffin, who has most efficiently supervised the work. It consists of two queen-post trusses of Einee wood with a planked platform between them. It has cost including its revetments only Rupees 1,000. The revetments are very well built. It is completed. The Pandy river bridge is to be of two spans—one of 60 feet and the other of 38 feet. Advantage has been taken of a large rock in midstream on which to raise the only pier. The abutments appear well built. The smaller span, which is similar in design to the Arataparah bridge, is finished. The Planters will, I hope, soon be able to complete the larger span, which is to be formed of very long poon spars, the smaller timber being of matti. They have sufficient funds in hand to complete the bridge. The Planters have had to work between the middle of January and the end of April (3½ months) during which nearly all the work was done. These months are the most unhealthy of all. The whole work has been rapidly pushed on and reflects credit on the gentlemen who have supervised it.

No. 42. ORDER THEREON, 5th August 1878, No. 3,128 W.

HIS GRACE the Governor in Council is unable to supplement the very considerable grants already made. It is for the landowners specially interested in the opening up of their estates to provide the funds required. The Government are however willing to continue to afford such professional assistance as may be needed for the completion of the work.

3126/2

(True Extract.)

(Signed) E. A. FOORD, Colonel, R.E.,
Secretary to Govt., P.W.D.

(True Copy.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To the District Engineer, Nilgiris.
" Secretary, Planters' Association.
" Revenue (Famine) Department.

Exd. J.W. Fischer.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of [1878] Madras.

PUBLIC WORKS.

To

THE DISTRICT ENGINEER,
NILGIRIS.
&c. &c. &c.

Dated August 5th.

Issued

Recd. Encl.

G. O. 6th August 1878, No. 3,128 W.

AUGUST.

Nos. 41-42.

New Ouchterlony Valley Road, Nilgiri District.—States inability to supplement the very considerable grants already made for the—.

Nilgiri District

Estimated Cost of Completing the Ouchterlon

3128

Ootacamund
1st June 1878.

Captain C. Hankin
Private Secretary
To His Grace the Governor –

Dear Sir,

I am requested by the gentlemen interested in the New Ouchterlony Valley road, to thank you for your letter of the 31st May, but at the same time to beg that His Grace will permit the following explanation, as to the request for a supplemental Grant, for the completion & security of the road that has been opened –

The further supplemental Grant, that they ask for, they do not at all propose, should be considered a Famine allowance – They are aware that the special grant referred to in your letter ceased from the 1st May – But they wish to point out, that an expensive and useful road has been nearly completed, that a small further sum only, is required, to render it of permanent value; that the sum of Rs 3000 (nearly) has been now subscribed towards the cost of finishing this work, that the Madras Government have been in the habit of supplementing private subscriptions, towards the cost of works of public utility – and that as this is a most useful road, they trust that His Grace may accord assistance in this instance –

Owing to the great cost of removing Rocks, that were not visible when the trace was made, the money spent upon the road has been much greater than was anticipated, and Major Morant's estimate has been exceeded. While the drains required for diverting the monsoon rains have not been opened, and money is required to finish off some of the worst portions thoroughly.

Hoping that His Grace may see fit to re=consider this matter,

I am,
Yours faithfully,
J. A. Minchin

Nilgiri District

Estimated Cost of Completing the Ouchterlony
lley Road and making it fit for

P2

Forwarded to the Chief Engineer for report.

(By order)

Sheriff Hankin

Private Secretary

Govt House
Ootacamund
3rd June 1878

O.L. Sheil 3 June

Nilgiri District

Estimated cost of completing the Ouchterlony valley Road and making it fit for traffic.

3128/5

Item No	Quantity	Particulars	Rate	Per	Amount	Total
1	8½	Miles Road and Surface Repairs	110 ..	Mile	935 ..	
2	68	Drains	20 ..	Drain	1360 ..	
3	8½	Miles of catch drain	60 ..	Mile	510 ..	
4	-	Completing the two rocky approaches to the large Pandy Bridge			1000 ..	
5		Blasting and removing rocks near the Pandy Bridge	100 .. 0 .. 0			
		Rocky corner	30 .. 0 .. 0			
	20	Cubic yards rock	60 .. 0 .. 0			
	100	Running yards rock	400 .. 0 .. 0			
	2	Rocks near drain	200 .. 0 .. 0			
		Godfrey Bungalow rock	50 .. 0 .. 0			
	50	Running yards of rock	100 .. 0 .. 0			
		Aralapara Bridge approach	150 .. 0 .. 0			
	5	Rocky Pieces over the Pandy River	150 .. 0 .. 0			
		Near Murray's Bridge rock	100 .. 0 .. 0		1340 ..	
		Total Rupees				5145 ..

J.L. Morant Major R.E.
District Engineer

10th July 1878
Ootacamund

Memorandum of Gradients
on the
Ochterlony Valley Trace

Particulars

Particulars	Miles	Furlongs	Yards
From the Nadgani Bridge to the Pandy River Bridge with exception of two short pieces near the Nadgani Bridge of 1 in 110, and 1 in 65 steady down gradient of 1 in 25 for	2	2	165
From the Pandy River Bridge to a saddle near the "Kathleen" Estate steady up gradient of 1 in 28 for	3	5	137
From the "Kathleen" saddle to the Natoparah Bridge down gradient 1 in 28 for	1	3	170
From the Natoparah Bridge to Murray's Bridge over up and over down trace of 1 in 28 for		7	165
Total length Miles	8	3	197

or say 8½ Miles

J. L. Morant Major R.E.
District Engineer

6th July 1878
Ooty

Abstract Estimate No. of 1878-79

Nilgiri District

3128/7

Work. Figured statement of expenditure on the Ouchterlony Valley Road obtained from the Planters Association.

Qty	Particulars	Rate	Per	Amt Total
57381	Cubic yards of Earthwork	. 2 2	C. yd	7620 4 .
2952	Running feet of Boring & Blasting rocks	. 8 7	r ft	1645 4 .
6475½	Cubic yards of dry rubble stone for Culverts and Retaining walls	1 1 .	C. yd	6914 6 11
561	Cubic yards of metal	1 1 6	C. yd	614 9 .
.	Clearing Jungle			728 12 4
.	Tools and Plant			742 14 5
.	Pandy River Bridge and Approaches			5267 . 1
.	Aratapara Bridge 50 feet span			1000 . .
.	Superintendence and Sundries			1477 9 4
	Total Estimate Rupees			26012 . .

J. R. Morant

Major R.E.

District Engineer

Ootacamund

10th July 1878

this road, including the Grants already made by Government and the subscriptions raised by the Planters themselves, total Rs 26012. The greater part of this has been actually expended, and liabilities have been incurred for the remainder. I estimate an additional Rupees 5,145 are now required to open the road to traffic

3. The following are the reasons for the Estimate having been exceeded:- The length of the road - [vide Revenue Department G. O. & R. No 180 of the 22nd January 1878] was at first thought to be 7 miles. This was an approximation made before it was possible to take any accurate measurements. The actual length is 8½ miles. A Table of gradients is attached, which shows how favorable they are. The cost per mile was at first roughly approximated: In cutting out the road an unusual amount of hidden rocks was encountered which enhanced the mileage cost. In order also to afford relief, large numbers of women and children had to be employed; and all the coolies both male and female being in a weakly state of health the cost of their work was enhanced some 30 per cent over ordinary rates.

4 But it will still be found that the entire cost per mile is only Rupees 522 greater in actual work than it was in the original estimate. It was estimated to be Rupees 3143: it actually is Rs 3665.

5 I append a statement giving the details of the expenditure

of Rupees 26,012. And I add an estimate for the Rupees 5,145.

6. The Planters have already subscribed Rupees 10,418. They state their inability to furnish any further funds. I trust Government will see their way to give the Rupees 5,145 necessary to complete the road.

7. The items of the estimate need a few remarks:—

The first item is for repairing the road by ballasting it, arranging for its surface drainage, removing landslips which are sure to fall, restoring earthwork which is now settling, levelling portions which have sunk, and so on. The second item is for providing sufficient drainage to carry off the road surface water and the water brought down by the catch drains. The 3rd item is for providing catch drains, none having been as yet cut: these are the drains stated to be required. The 4th item is for completing to the full width and straightening the approaches to the large Sandy River bridge: one of these is very rocky and has already given much trouble. And the 5th and last item is for removing rock at various points along the road.

3129/10

8. Regarding what has been done by the Planters I have much pleasure in being able to state that the work has been well carried out. The [illegible] Bridge of 30 feet

span is a particularly creditable piece of work in every way, and this is I am informed entirely due to Capt Griffin who has most efficiently supervised the work. It consists of two queen post trusses of Dimer wood with a planked platform between them. It has cost including its revetments only Rs 1000. The revetments are very well built. It is completed. The Sandy River Bridge is to be of two spans one of 60 feet and the other of 35'. Advantage has been taken of a large Rock in mid-Stream on which to raise the only pier. The abutments appear well built. The smaller span which is similar in design to the Aratoparah Bridge is finished

3128
11

The Planters will, I hope, soon be able to complete the larger span, which is to be formed of very long poon spars, the smaller timber being of teak. They have sufficient funds in hand to complete the bridge. The Planters have had to work between the middle of January and the end of April - 3½ months, during which nearly all the work was done. These months are the most unhealthy of all. The whole work has been rapidly pushed on and reflects credit on the gentlemen who have supervised it.

I have the honor to be
Sir
your most obdt Servt
J. E. Morant. Major R.E.

District Engineer

G.O. 1494 W. 8-11-77.
211 W. 14-1-78
525 W. 1-2-78
526 W. 1-2-78
616 W. 6-2-78
~~27~~-1569 W. 27-3-78
1621 W. 1-4-78
1626 W. 1-4-78
1636 W. 1-4-78
C.E. 2432-3-6-78.

Roads and Buildings

From 8765

The District Engineer

Nilgiris

To

The Chief Engineer

P. W. D.

Madras.

No 178

Dated 10th July 1878.

Number of enclosures. 3

E. 3.

New Ochterlony Valley Road — Reports on the — With reference to his Memorandum No 2432 dated the 3rd June 1878.

Recd 2.8.78 Retd 5-8.78
Cir 13.7.78 Retd 2.8.78
D.L. Sheet 42 July

PUBLIC WORKS DEPARTMENT.

Letter from J. W. Minchin Esq. dated 1st June 1878

Letter from the District Engineer Nilgiris, No 178 dated 10th July /78.

312/12

FOR ORDERS.

Whatever is not the money we can't give it. I don't know whether the G.O. grant has been wholly expended or not - if not any grant can be made from it for this purpose.
It is a pity not to complete the work - but Provl. can't do it.

R.S. 13th July 1878.

It is not practicable to make a grant from Provincial funds at the disposal of the Public Works department which have had to be almost wholly appropriated for incomplete works.

Calder
Chief Engr & Secy to Govt
PWD

The opening up of the Ochterlony valley is for a private estate of one

extensive & wealthy
land jobbing concern & has
very little to recommend it
from a State point of
view = The State is able
& suggest that those inte-
rested should find funds for
carrying the [illegible]
supervision but there is
the [illegible]

Eff [illegible]

The [illegible]
June ~~entertain~~ a [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Cir 13-7-78. Sdd 2-8-78
[illegible] 22 July

FOR ORDERS.

(3) His Grace the President
(2) Hon. [illegible]
(1) Hon. Sir W. Robinson

Nilgiris

G.O. 3128 W

No 3128 W

B & R
Civil works

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 5th Aug/78.

Read the following :—

From J. W. Minchin Esq (L. dated 1st June/78.)
From the Ex Engr Nilgiris (L. No 178 of 10 July/78)

His Grace the Governor in Council is unable to supplement the very considerable grants already made. It is for the landowners specially interested in the opening up of their estates to provide the funds required. The Government are however willing to continue to afford such professional assistance as may be

needed for the com-
pletion of the work.

3128
114

D. L. Gilgrist
Secy. Planters Association
Rev. Inv. Dept.

Recd 19-8-78

Cir 2.8.78 Dtd 5.8.78
O. L. Sheet 42 faly

Cn 8765 S

Govt. of (1878) Madras.

PUBLIC WORKS.

To The Distt Engr Nilgiris.

Dated

Issued

Read 1 Encl.

G. O., 5 Augt 1878, No. 3128 W.

Nos.

New Ochterlony Valley Road Nilgiris &

States inability to supplement the very considerable grants already made for the ——

Entered Regr