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Archives I - 10,006 - 16-8 77.

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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W DEPARTMENT

G.O. No.		Press.
B.P. No.	2534 (W)	Mis.
	25354	
Dated	7-10-1879	197.

Not to be folded or roughly handled

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

7th October 1879, No. 2,534 W.

Buildings and Roads.
Civil Works.

Read the following papers:—

- ✓ No. 10. From the Secretary to the Chief Commissioner for the Government of the Territories of His Highness the Maha Rajah of Mysore, to the Secretary to the Government of Madras, Public Works Department, dated Mysore, 11th September 1879, No. 106-611.

I HAVE the honor, by desire of the Chief Commissioner, to bring to the notice of His Grace the Governor in Council the very unsatisfactory condition of the road from the Mysore boundary to the foot of the Seegoor Ghaut.

2. Mr. Gordon has the best authority for stating that, immediately beyond the Mysore boundary, the road is full of deep holes, most dangerous to horses and cattle and injurious to vehicles. A traveller who has recently passed over the road has reported that his horses sank nearly knee deep into these holes, and that it was only with the greatest care he could keep them on their legs. That although his carts were supplied with extra bullocks, they were unable to get along without the assistance of men to push them out of the holes.

3. The portion of the road from the boundary to Musnagoody is reported as being particularly bad, and this Mr. Gordon is able to confirm from personal observation.

4. As the road is one on which a good deal of important traffic passes, and as care and money are expended to keep in order that portion of it which lies in Mysore, I am to express a hope that the Madras Government will see fit to have such repairs carried out as will put their portion of the road into such fair order as to admit of safe travelling.

- ✓ No. 11. Endorsement of the Superintending Engineer, Fourth Circle, dated Coimbatore, 29th September 1879, No. 617.

From Major J. L. L. MORANT, R.E., Executive Engineer, Nilgiris, to the Superintending Engineer, Coimbatore, dated Ootacamund, 22nd September, 1879, No. 463.

IN reply to your endorsement, dated the 19th instant, on Public Works Department memorandum No. 320, dated the 15th idem, from the Secretary to Government, giving cover to letter from the Secretary to the Chief Commissioner, Mysore, 106-611, dated 11th instant, regarding the state of the road from the Mysore

frontier to the foot of the Seegoor Ghaut, I have the honor to report that the portion of the road immediately this side of the Mysore frontier, for a length of 3 miles up to the Tippucadu bridge, was under charge of the Malabar District Engineer from 1874 to 1877. During those three years the gradients of the road were improved by new traces being cut round the hills to take the place of the steep roads going over the hills. The new portions were simply cut out of the hill side from the maintenance allowance, but were neither drained nor metalled. In 1877 it was handed over to this division with the rest of South-East Wynad. Since that date efforts have been made out of the annual repair allowances to metal portions of these traces, but it has not been possible with our limited funds to do much.

2. The following sums have been expended during the past two years on the portion between the Mysore boundary and Tippucadu a length of 3 miles:—

In 1877-78	...	...	...	...	...	Rs.
In 1878-79	...	...	...	...	...	330
						330
						660

3. The portion of the road between Tippucadu and the foot of the Seegoor Ghaut is metalled in parts. This portion in all weathers is fair for bandies, but no doubt is rough for carriages on springs. Where the road throughout is unmetalled, the surface is tolerably smooth; but there are places where ruts prevail. We will endeavour this year to smooth these portions as far as we can do with the very limited means at our disposal. The drains on the road throughout are not of stone, but are of junglewood. When the wood gives way, as it is apt to do, holes appear. Upon the whole the road complained of is fairly adapted for bandy traffic. I may mention that on the section between Tippucadu and Seegoor, the traffic is one-tenth of the traffic on the Connoor Ghaut, and is about half the traffic on the Neddivattam Ghaut. The locality is very feverish, and the coolies employed there perform less work than in healthier places and require higher rates of pay. Between Musnacovil and Tippucadu the road is very steep, going straight over hills in a succession of rises and falls, nearly as steep as the Seegoor Ghaut itself.

4. The expenditure on these 11 miles during the past ten years has been—

1869-70	...	...	...	...	...	Rs.
1870-71	...	...	...	...	...	743
1871-72	...	...	...	...	...	443
1872-73	...	...	...	...	...	789
1873-74	...	...	...	...	...	743
1874-75	...	...	...	...	...	739
1875-76	...	...	...	...	...	855
1876-77	...	...	...	...	...	851
1877-78	...	...	...	...	...	878
1878-79	...	...	...	...	...	842
						860

1107,693

or an average of 70 rupees per mile per annum.

5. I am very sorry the Mysore Government have had to complain of this road, but I trust the explanation given will satisfy you that the complaint, though well founded, is not due to any misapplication of public funds.

SUBMITTED to the Chief Engineer, Public Works Department, with reference to Public Works Department endorsement No. 320, dated 15th instant.

(Signed) A. S. RUSSELL,
for Supg. Engr., Fourth Circle.

No. 11-A. Endorsement of the Superintending Engineer, Fourth Circle, dated Coimbatore, 3rd October 1879, No. 623.

From Major J. L. L. MORANT, R.E., Executive Engineer, Nilgiri Division, to the Superintending Engineer, Fourth Circle, dated Gudalur, 27th September 1879, No. 474.

SINCE writing my report, No. 463 of the 23rd instant, I have been over the road from Seegoor to Tippucadu through Musnacovil, a distance of 11 miles, alluded to in paragraph 3 of my above quoted letter, and have come to the conclusion (after a very careful inspection thereof) that the complaint of the Commissioner of Mysore is very much exaggerated.

2. I beg to invite an inspection of this portion of the road, and in the meanwhile beg to submit, as a continuation of my former report, a record of what I have just seen, which record I respectfully request may be also forwarded to Government.

3. Speaking generally, I can honestly affirm that I have never seen the road between Seegoor and Tippucadu in better order than I saw it yesterday. Between Seegoor and Musnacovil, a distance of 7 miles, the road is in good order, well formed and side drains clean; out of this year's repair allotment a long revetment has been built near Seegoor at an awkward part of the road, and a long deep ditch dug in front of the road culvert to take off the water which previously always overflowed. This part of the road has been permanently improved and widened. A good deal of metal and gravel of a very good kind has been spread on many parts of this road, which is in very good order for carts, but from the metal not having bound is somewhat rough for carriages on springs. I have ordered some gravel to be spread over the metal, as far as our limited means allow. The vegetation all around the bridges and culverts of the whole road has been thoroughly cleaned. They are all in good order and there is nothing to prevent the free flow of the water. A very steep and long hill between the 5th and 6th mile from Seegoor just before reaching Musnacovil is in parts rather rutty and rough, this hill will be put into order immediately. The steep hill through the village of Musnacovil also needs attention. The village and road are on a large sheet rock of great extent, gravel and metal put on the road is thus frequently washed away. This portion will also be repaired very shortly after the heavy rain is over.

4. The portion between Musnacovil and Tippucadu, a length of 4 miles, is not so good as that between Seegoor and Tippucadu, but there is no part at all dangerous, and nothing in the road in the least to justify any serious complaint. This portion of the road, as I observed in my last letter, is nothing but a succession of very steep rises and falls, as the road traverses at right angles spurs leading to the Mysore ditch. Portions of these hills are rough, and large embedded rocks here and there protrude. The repairs executed are very apt to be partially destroyed by heavy falls of rain. I have ordered the coolies to begin at the Tippucadu bridge and work towards Musnacovil in thoroughly clearing out the water tables, which though properly cleaned three months ago have become somewhat choked; in repairing with good gravel the few portions of the steeper hills which have worn and washed into ruts, and in removing some of the smaller protruding rocks. The road sides are clean and the road formation is good. I should have been glad to have yesterday driven over this road, which in spite of its inherent defects presents no obstacles to a carriage and horses being safely conveyed over it. For carts it is in very good order.

5. The toll at Musnacovil, I may here observe, has sold this year for only Rupees 500. The toll near Gudalur has sold for Rupees 3,000. The traffic along the Seegoor road is insignificant.

6. I have been very carefully over the expenditure incurred on this road since April last, and have checked it on the spot with the work done. The road has been visited twice every month by the Sub-Overseer at Gudalur. I have good reason to be quite satisfied with the manner in which the money has been expended. I shall be very happy to furnish you with all my details if you desire them.

4 PUBLIC WORKS DEPARTMENT, 7TH OCTOBER 1879, No. 2,534 W.

COPY forwarded to the Chief Engineer, Public Works Department, in continuation of my endorsement No. 617, of 29th September 1879.

(Signed) A. S. RUSSELL,
for Suptg. Engr., Fourth Circle.

No. 12.

ORDER THEREON, 7th October 1879, No. 2,534 W.

ORDERED that copies of these communications be forwarded to the Mysore Government for information, with reference to their Secretary's letter No. 106-611, dated 11th September 1879.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.
Secretary to Govt., P.W.D.

Exd. S. T. Austin.
Care Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of [1879] Madras
PUBLIC WORKS.

Dated October 7th

Issued

Road

G. O., 7th October 1879, No. 2,931 W.

OCTOBER

Nos. 10-12.

Road from Mysore frontier to the foot of
the Sargur Ghaut. Reports as to the state
of the road forwarded to the Mysore Govern-
ment.

No. 106
611

Mysore Chief, Comma
Public

plaint. I have therefore

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the road and find it
much better order than I
and it might be from the

plaint. I have therefore

District Engineer's Office,
Goodalery ^{the} 29th Sept. 1879.
Colacumund

My dear Colonel.

I received through
the S. E. the other day a
complaint from Mysors about
the road from Seepore to Huka:
nullah. As the request for
a report was marked "imme:
diate" I at once replied to
it. But I have since been
over the road and find it
in much better order than I
thought it might be from the

complaint. I have therefore
written to the S. E. a second
report. May I take the
liberty of asking you very
kindly to defer passing orders
on my first report until you
receive my second?

With apologies for trouble-
ing you I am

Yours Sincerely
J. H. Morant

611
No. 106
611

Mysore Chief Commissioners Office
Public Works Department

From The Secretary to the Chief Commissioner
for the Government of the Territories of
His Highness the Maha Rajah of Mysore

To The Secretary to the Government of India
Public Works Department.

Dated Bangalore 11th September 1877

Sir,

I have the honor, by desire of the Chief
Commissioner, to bring to the notice of His
Grace the Governor in Council, the very
unsatisfactory condition of the road from
the Mysore Boundary to the foot of the
Sagor Ghaut.

Mr. Gordon has the best authority
in stating that, immediately beyond the
Mysore boundary, the road is full of deep
holes, most dangerous to horses and cattle
and injurious to vehicles. A traveller who
has recently passed over the road, has re-
ported that his horses sank nearly knee deep
into these holes and that it was only with
the greatest care he could keep them out
their legs. That although his carts were
supplied with extra bullocks, they were un-
able to get along without the assistance

of men to push them out of the holes.
iii The portion of the road from the bound-
ary to Musnagody, is reported as being
particularly bad, and this Mr. Gordon
is able to confirm from personal observation.
iv.

As the road is one on which a good
deal of important traffic passes, and
as, care and money are expended to keep
in order that portion of it which lies in
My. civ. I am to express a hope that the
Madras Government will see fit to have
such repairs carried out, as will put their
portion of the road into such fair order as
to admit of safe travelling.

I have the honor to be

Sir

Your Most Obedient Servant

Dr. J. Gordon
Secretary to the Government of Madras
Public Works Department.

2534
g

Mysore Chief Commissioners Office
Public Works Department

From

The Secretary to the Chief Commn
for the Government of the Territories
of His Highness the Mitha Rajah

To

of Mysore
Madras
The Secretary to the Govt of India

Public Works Department
G.O. No. 106 of 1879 dated 25/3/79

Dated Bangalore the 11th September 1879

Despatched

Received

On 11th Sept 1879
Circulation No. 106
611
Enclosures No. 1

Subject

Brings to notice the very unsatisfactory condition of the Road from the Mysore Boundary to the foot of the Seegoor Ghat and expresses a hope that the Madras Govt will see fit to have such repairs carried out as will put their portion of the Road into such fair order.

No 1463

Executive Engineer's Office
Coimbatore 22nd Sept. 1879

From

The Executive Engineer
Nilgiris

To

The Supg. Engineer

Coimbatore

Sir,

In reply to your endorsement dated the 19th Inst^h on P.W. D. Memorandum No 320 dated the 15th Idem from the Secretary to Government, giving cover to letter from the Secretary to the Chief Commissioner Mysore No 106 dated 11th Inst^h regarding the state of the road from the Mysore frontier to the foot of the Seegoor Ghat, I have the honor to report that the portion of the road immediately this side of the Mysore frontier, for a length of 3 miles up to the Tippucadee Bridge

was under charge of the Malabar District Engineer from 1874 to 1877. During those 3 years, the gradients of the road were improved by new traces being cut round the hills to take the place of the steep roads going over the hills. The new portions were simply cut out of the hill side from the Maintenance Allowance, but were neither drained nor metalled. In 1877, it was handed over to this Division with the rest of S. E. Wynnad. Since that date efforts have been made out of the annual Repair Allowances to metal portions of these traces, but it has not been possible with our limited funds to do much.

2. The following sums have been expended during the past 2 years

on the portion between the Mysore Boundary and Tippucadoo a length of 3 miles.

In 1877-78.	Rs. 330.
In 1878. 79 -	" 330
	<u>Totals Rs.</u>

3. The portion of the Road between Tippucadoo and the foot of the Seagore Ghaut is metalled in parts. This portion in all weathers is fair for handies - but no doubt is rough for carriages on Springs. Where the road throughout is unmetalled, the surface is tolerably smooth; but there are places where ruts prevail. We will endeavour this year to smooth these portions as far as we can do with the very limited means at our disposal. The drains on the road throughout are not of stone but are of junglewood. When the road

gives way, as it is apt to do, holes appear. Upon the whole the road complained of is fairly adapted for bandy traffic.

I may mention that on the section between Tippacadu and Seajore, the traffic is $\frac{1}{10}$ of the traffic on the Coonoor Ghaut, and is about $\frac{1}{2}$ the traffic on the Neddi-outturn Ghaut. The locality is very feverish and the Coolies employed there perform less work than in healthier places and require higher rates of pay. Between Musumcovil and Tippacadu the road is very steep, going straight ~~and~~ over hills in a succession of rises and falls nearly as steep as the Seajore Ghaut itself.

L. The expenditure on the three "rivers" during the past 10 years has been -

1869-70	743.
1870-71	443.
1871-72	739.
1872-73	743.
1873-74	739.
1874-75	855.
1875-76	851.
1876-77	878.
1877-78	842.
1878-79	860.

110. 7,693

or an average of 70- Rs per mile per annum.

5. I am very sorry the Mysore Government have had to complain of this road, but I trust the explanation given will satisfy you that the Complaint, though well founded, is not due to any misapplication of Public Funds

L

I have

of J. L. Morant Major P.E.

Executive Engineer

"Copy"

N^o 617

PS

Submitted to the Chief Engineer Enclosed
Public Works Department, with reference
to P. W. Department Endorsement No 320
dated 15th Instant.

A. J. Russell

Leombatoru

29th Sept 1879

forby Engineer 4th Circle

2534
12

P.W.D.

20079

No.

From

The Supr. Engineer,
Fourth Circle.

g. o. 7th Oct 1879 at 25th to

Dated 29th Sept. 1879
Recd.

No. 617.

Road from Mysore Station
to the foot of the Seagore
Wharf: -

Submitting copy of a
report by the Ex. Engineer
Nilgiri Dn with reference
to the state of the -

See over until
receipt of further
report June 10

No. 474.

Executive Engineer's Office
Camp Goodalore 27 Sept 1879

From

The Executive Engineer
Nilgiri Division

To

The Superintending Engineer
4th Circle
Mambhatore

Sir,

Since writing my report
No 463 of the 23rd instant, I have
been over the road from Seagore to
Tippacadu through Mambhatore - a distance
of 11 miles - alluded to in para 3 of my
above quoted letter, and have come
to the conclusion (after a very careful
inspection thereof) that the complaint
of the Commissioner of Mysore is very
much exaggerated.

2. I beg to invite an inspection of
this portion of the road, and in the

meanwhile beg to submit as a continuation of my former report a record of what I have just seen, which record I respectfully request may be also forwarded to Government.

3. Speaking generally, I can honestly affirm that I have never seen the road between Seegore and Sippacadoo in better order than I saw it yesterday. Between Seegore and Musacovib a distance of miles - the road is in good order, well formed and side drains clean; out of this year's repair allotment, a long revetment has been built near Seegore at an awkward part of the road, and a long deep ditch dug in front of the road Culvert to take off the water which previously always overflowed. This part of the road has been permanently improved and widened. A good deal of mital and gravel

of a very good kind has been spread on many parts of the road, which is in very good order for carts, but from the mital not having bound is somewhat rough for carriages and springs. I have ordered some gravel to be spread over the mital, as far as our limited means allow. The vegetation all around the bridges and Culverts of the whole road has been thoroughly cleaned. They are all in good order and there is nothing to prevent the free flow of the water. A very steep and long hill between the 5th and 6th mile from Seegore just before reaching Musacovib is in parts rather rutty and rough; this hill will be put into order immediately. The steep hill through the Village of Musacovib also needs attention. The Village and road are on a large sheet rock of great extent, gravel and mital put on the road is thus frequently washed away.

This portion will also be repaired very shortly after the heavy rain is over-
4. The portion between Musuacovil and Ippacadoo - a length of 4 miles - is not so good as that between Segore and Ippacadoo, but there is no part at all dangerous and nothing in the road ^{least} to justify any serious complaint.

This portion of the road, as I observed in my last letter is nothing but a succession of very steep rises and falls, as the road crosses at right angles spurs leading to the Mysore ditch. Portions of these hills are rough, and large embedded rocks here and there protrude. The repairs executed are very apt to be partially destroyed by heavy falls of rain. I have ordered the Coolies to begin at the Ippacadoo bridge and work towards Musuacovil in thoroughly clearing out the water tables, which though properly cleaned

cleaned 3 months ago have become somewhat choked; in repairing with good gravel the few portions of the steeper hills which have worn and washed into ruts, and in removing some of the smaller protruding rocks. The road sides are clean and the road formation is good. I should have been glad to have yesterday driven over this ~~and~~ road which in spite of its inherent defects presents no obstacles to a carriage and horses being safely conveyed over it. For carts it is in very good order.

5. The Toll at Musuacovil, I may here observe, has sold this year for only Rs 500-00. The Toll near Godalore has sold for Rupees 3000. The traffic along the Segore road is insignificant.

6. I have been very carefully over the expenditure incurred on this road since April last, and have checked it on the spot with the work done.

The road has been visited twice every month by the Sub. overseer at Goodalou. I have good reason to be quite satisfied with the manner in which the money has been expended. I shall be very happy to furnish you with all my details if you desire them.

I have &c. &c.

W. J. L. Morant Major R.E.
Executive Engineer.

N^o 623

Copy forwarded to the Chief Engineer Public Works Department, in continuation of my endorsement No 617 of 29th September 1879.

Combatou

3rd Oct 1879

A. Russell

for by Engineer 4th Circle

2534
16

P.W.D.
5070
From

The Supg. Engrs.
4th Circle.

4 Oct 7 20. 77 No 25347r

Dated 3^d
Recd. } October 1799

No 623

Seagone Ghat Road:-

Submitting copy
of letter No. 474 of
27th September from
Supt. Puzari Bn, report-
ing further on the state
of —

11 A
Secy
put up 10/10

B & R
P. W. Department. Works

No 2534 W

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 7th Oct. 1799

Read the following

From

The Supg. Engrs.

Fourth Circle

(No. No. 617 of 29th Sept 1799)

do do

(No. 623 of 3rd Oct. 1799)

Ordered that
copies of these communi-
cations be forwarded to
the Mysore Gnt. for
information with reference
to their Secretary's letter
No. 106 of 11th Sept 1879

Superintending Engineers.
Chief Engineer for Irrigation.
Consulting Engineer for Railways.
Examiner, Public Works Accounts.
" Railway Accounts.
Consulting Architect.
Superintendent, Madras Harbour Works.
General Superintendent, P. W. Stores and Workshops.
do. do. P. W. Stores Department.
Chief Engineer and Manager, Madras Irrigation and Canal Company.
Examiner Irrigation and Canal Company's Accounts.

No. No. 2535 W of 7th Oct 1799

Forwarded accordingly.

Despd

16-10-79

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7111

Govt. of (1879) Madras.

PUBLIC WORKS.

To

Dated

Issued

Recd.

Recd.

G. O. 7042 1879, No. 2534 W
2535

No. 10473

Road from Mysore frontier
to the foot of the Seagore
Shah. - Reports as to
the state of the — for-
warded to the Mysore
Govt.

Forwarded reports as to
the state of the Road from
Mysore frontier to the foot
of the Seagore Shah