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(1) Number of pages 130

26 (2) Date of repair June 1987

(3) Initials of the Referencer

AMIL NADU ARCHIVES

VERNMENT OF TAMIL NADU

PWD. DEPARTMENT

G.O. No. / B.P. No. 74 W.

Press. / Mis.

Dated 11 . 1 . 1884. ~~197~~ .

3,4,87&9, 57A

⑥

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66+1

Amd(13A)

-6

(61)

11th January 1884, No. 74 W., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers :—

From F. BRANDT, Esq., President, Local Fund Board, Nílgiris, to the Chief Secretary to Government, dated Ootacamund, 27th April 1883, No. 4.

I have the honor to return the enclosed memorial addressed to His Excellency the Governor in Council by inhabitants and planters in the Koondah division of this district, with reference to need of means of communication to and for their division.

2. In accordance with the order of Government, I have the honor to submit the following remarks on the memorial.

3. I have no doubt whatever that it is desirable that proper means of communication should be opened up between both Ootacamund and Coonoor and the Koondahs. It is also true the road *viâ* Nunjanad chattram and Avalanche towards Sispara is only good for a distance of about 8 miles or so, and that after that it is a mere bridle path.

4. I would point out that the revenue derived from the Koondah district is, on the memorialists' own showing, very small indeed as compared with the tract of country which has been, and has to be, opened up, and that last year on the bridle road from Nunjanad to Avalanche, and the road from Nunjanad to McIvor's bund, there was spent in all over Rs. 1,300, while the revenue paid by the memorialists and the native inhabitants together does not exceed 1,800 rupees.

5. The Avalanche bridge, which was destroyed in the last south-west monsoon, has been, I find, now made temporarily passable.

6. I would ask the attention of Government to Proceedings in the Financial Department, dated 12th December 1878, No. 2205, "Local Fund Roads."

7. It appears to me that it is entirely a question of funds. I do not think it possible for the Local Fund Board to attempt anything in the way of construction of a line or lines of communication such as that or those here required, for a very long time.

8. The funds at disposal have been allotted in the budget now before Government, and are barely sufficient for up-keep of existing lines of communications, and repair and replacement of bridges thereon, and for all other requirements of the Board.

9. The Local Fund Engineer was, in February last, called upon by the Local Fund Board, with reference to a petition to similar effect, to submit a sketch, with report and estimate.

10. Without material assistance from Government, I fear that it will be long before the Local Fund Board will be in a position to do that which the memorialists ask for; but the matter shall have my best attention, and will be laid before the next Local Fund Board for consideration.

No. 933, Financial.

Transferred to the Public Works Department for disposal.

(By Order.)

(Signed) E. S. LAFFAN,
Acting Under Secretary.

Ootacamund,
15th May 1883.

From Colonel J. BEATTY, R.E., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated Coimbatore, 7th November 1883, No. 488.

With reference to your memorandum, No. 118 E., of 22nd May 1883, regarding the Mailur-Kerepard road, and reminder of 31st October 1883, I have the honor to inform you that the Executive Engineer states that he hopes to report on the work within this month, and I have requested him to explain at once the cause of the great delay that has occurred.

From the same officer, dated Camp Vellore, 26th November 1883, No. 537 W.

I have the honor to request you will be good enough to furnish me with the plan and estimate for the proposed road from Mailur to the Koondahs, prepared by Major Morant, R.E., and referred to in G.O., No. 969, of 19th March 1877, F.D.*

* Public Works Department No. 1287, of 16th April 1877.

2. It has been ascertained that the papers in question were not returned either to the Local Fund Board or the Revenue Board.

From the same officer, dated Coimbatore, 14th December 1883, No. 569.

I have the honor to send, herewith, a report from the Executive Engineer, Nílgiris, on the two traces for a road leading to the Koondahs; the one called the Local Fund Board's Trace, or the *Proposed Trace*, and the other, General Walker's alternative trace *viâ* the McIvor's Bund, also called the *Existing Trace*.

1 List.

2. The proposed trace † would be 12 miles, 2 furlongs, and 131 yards long, with gradients varying from 1 in 19 to 1 in 238; the existing trace ‡ is about 7 miles long with gradients from 1 in 11 to 1 in 56.

† A.C.E., see sketch map.
‡ B. D.

3. Major Morant estimated the probable cost of opening out the Local Fund Board's trace at Rs. 49,438; and his estimate for the existing trace was Rs. 61,572.

4. The principal cause of difference in cost between the two lines is in the bridging; the existing or General Walker's trace would need two bridges, one over the Nunjanad stream, and a second over the Poorthy river. The proposed or Local Fund Board's trace would cross the Poorthy river only.

5. Major Morant sums up the advantages of the two lines as follows:—

The proposed trace would be the most direct, cheapest, and easiest line to connect the Koondahs with the Coonoor ghât; and the existing trace would be the best for connecting the Koondahs with Ootacamund.

6. I return, herewith, the accompaniments of your memorandum, together with copies of Major Morant's reports, dated 24th June 1875 and 20th March 1876.

7. It will be observed from Mr. Larminie's letter that he has been unable to discover the surveys that accompanied Major Morant's reports, and it is now supposed they must be in the Government office.

8. From the large sheet of the trigonometrical survey sent me by the Executive Engineer, I have had prepared in my office, and send herewith, a tracing to show the position of the two traces with reference to the Coonoor ghât and Ootacamund.

P.S.—Since writing as above, I have received the papers sent with memorandum, No. 2636 D., of 10th December, but they do not throw any additional light on the subject and are returned herewith.

74/2

ORDER—dated 11th January 1884, No. 74 W., Public Works.

His Excellency the Governor in Council recognizes the necessity for better means of communication with the Koondahs than at present exist, and will be prepared, when funds are available, to make a grant-in-aid from Provincial funds of one-half of the cost of a road for wheeled traffic, provided the Local Fund Board guarantee the remainder. On this point the President of the Local Fund Board will report through the Financial Department.

2. Two alternative lines have, it is observed, been examined; one estimated to cost Rs. 61,572, and the other Rs. 49,438. The Local Fund Board will state which of these routes should, in their opinion, be adopted. The requisite further steps for preparing plans and estimates for formal sanction will thereupon be taken by the Chief Engineer, Public Works Department.

(True Extract.)

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

To the Petitioners (M.S. of order only, without correspondence).
" Superintending Engineer, IV Circle.
" Financial Department.

Exd. E. Fernandez.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1884} Madras.

PUBLIC WORKS.

Dated January, 11*th.*

Recd. *Encl.*

G.O., 11th Jan. 1884, No. 74 W.

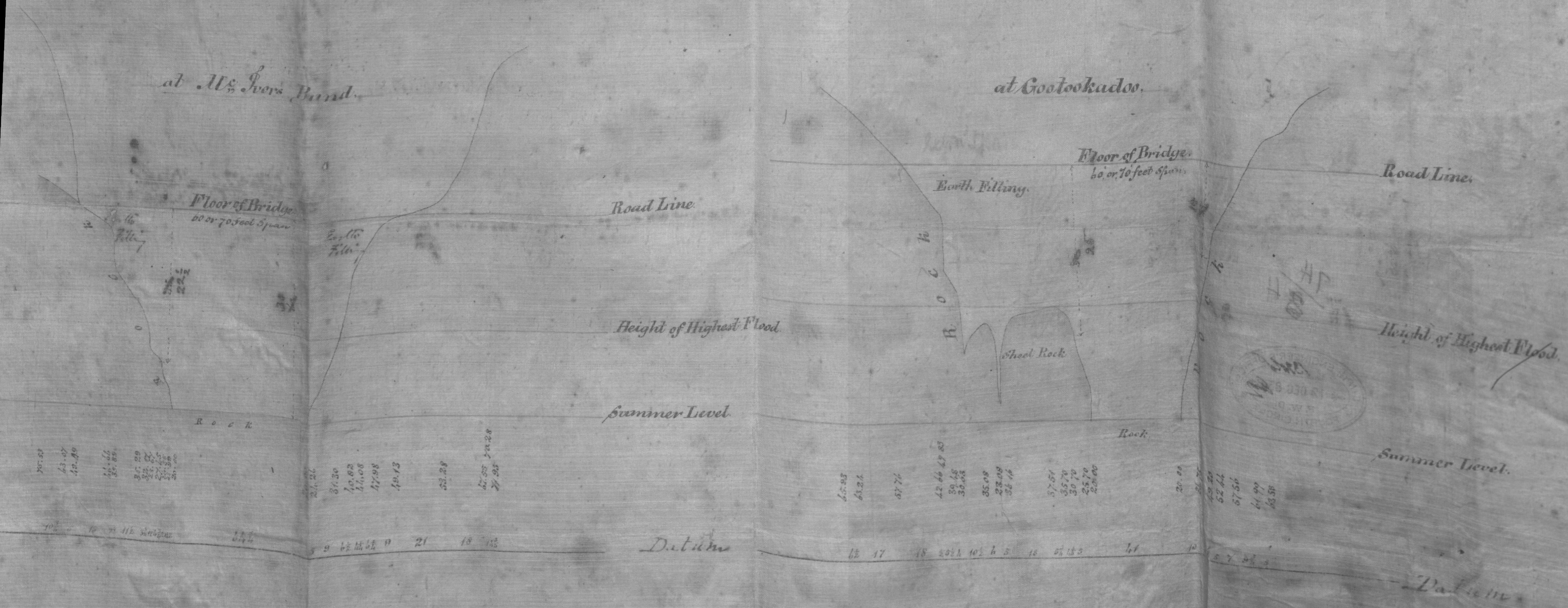
JANUARY.

Road

Regarding construction of a — to connect the Koondahs with Ootacamund and Coonoor.

Proposed Road to Connect Eastern Slopes of the Khoondahs with the Coonoor Ghaut

Sections across the Poorthy River



Horiz. Scale 30 feet = One Inch.

Vertical Scale 10 feet = One Inch.

…trict Engineer's Office
…ilghrries
…camund 19th February 1876

Prd. Veerasawmy H. Havildar.
E. Company Sappers & Miners.

J. Morant
District Engineer.
Captain, R.E.

74/84

SUPG. ENGINEER'S OFFICE
No. 1326
12 DEC. 83
P. W. D.
FOURTH CIRCLE

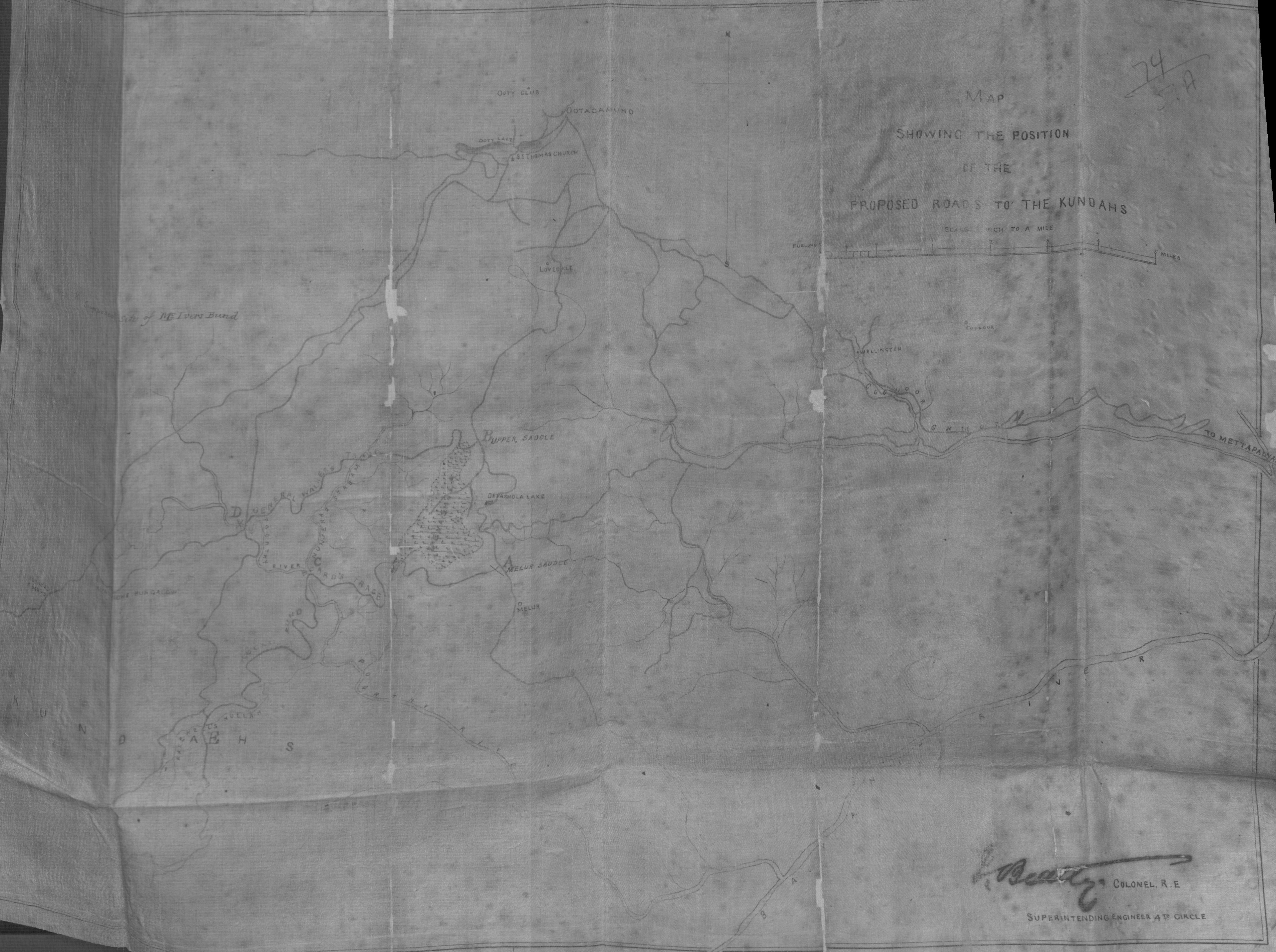
48

Proposed road to connect
the eastern slopes of the
Koondah Hills with the
[illegible] & [illegible]
[illegible] sections [illegible]
the Poorthy River

74
57A

MAP
SHOWING THE POSITION
OF THE
PROPOSED ROADS TO THE KUNDAHS

SCALE 1 INCH TO A MILE



Beatty Colonel. R.E

Superintending Engineer 4th Circle

No. 2376. 74/5 Financial Department

Estimates forwarded with reference to Memo. dated 30th November 1883. The plans referred to were sent to the P.W. Dept. on the 12th November 1881, vide P.W.D. Memo. dated 11th Novr. 1881.

Ag. Under Secretary

Fort St George
5th Decr 1883

To
The Under Secy to Govt. P.W.D.

10575

74/6

C. C.-W.

Our Memo: book of 1878 shows that the plans & estimates wanted were sent to the Finl. Deptt. with Memo: No. 5304 dated 26th Novr. 1878 – This Memo: is printed with Finl. Order No. 2205 d/ 11th Decr. 1878 which is recorded with Mis: No. 934 of 8th January 1879 – There is nothing further to show what became of these plans & estimates afterwards – The plans or tracings perhaps were got from the Technical Section, but it is not certain whether these were the plans sent with Memo: No. 5304 of Novr. 18 or whether a copy was sent, or if sent, how they came back here and what was done with the estimates –

D.P.
29/11/85

R.K.

74W

Prepare requisition on the

nl Dept (D.W's
ignature) for "the
d
lans and Es-
inates for roads
the Koondahs
ferred to in
il: Proceedings
.: 969 d/19th
arch 1877. and
o: 2205 d/12. Dec
1878".

C.S.

A.W. 30.11.83

quisition put up
S.P.
30/11/83

ut to Publ Dept. 30/11/83
S.P.

"the

74/7

To,

The Right Honourable Mountstuart Elphinstone Grant Duff Governor of Fort Saint George in Council.

The Memorial of the undersigned planters Badagas and other Inhabitants of the Koondah District on the Nilgiri Hills.

May it please your Excellency.

1. Your Memorialists have acquired large tracts of land in the Koondah District of the Nilgiri Hills and have invested large Sums of Money in cultivating Tea Coffee and Cinchona thereon relying upon the protection and Support of Government and in the hope that their industry and enterprise would be recognised and forwarded by Government by the construction of proper means of Communication between their properties and the Settlements of Coonoor and Ootacamund.

2. That necessity for such communications arises from the fact that whilst Supplies are drawn from Ootacamund produce is despatched to the Railway Via Coonoor.

3. Many hundreds of Acres of land are now owned by planters in this District from which your Excellency's Government derives an annual income of Rupees twelve hundred in addition to Revenue from native inhabitants and your Memorialists urge upon your Excellency's notice that of this revenue no appreciable portion is spent upon the improvement and development of works under Government charge.

4. That the planters in this District have already opened some hundreds of acres with Coffee Tea and Cinchona in the Cultivation whereof a large number of Coolies are annually employed and such cultivation is being rapidly extended.

5. The Koondah's division comprises the range of Hills of that name which forms the watershed of the principal rivers of the District e.g. the Pykara, Koondah Bhowany and Nillambur Rivers. The Valley of the Koondah River is sheltered and fertile and well suited for this class of Cultivation.

6. At the present time there is absolutely no means of Communication between the Koondah's and Ootacamund or Coonoor as

the only bridge which ever existed was destroyed during the recent South West monsoon.

7. The bridge in question was situate on the Avalanch Road and prior to its destruction it was the only means by which your Memorialists could reach the Neilgherry Settlements during the South West monsoon. It could however only be used at great inconvenience and loss of time by travellers on foot or on horse back as there was no pathway or Road leading to it and its situation necessitated a considerable deviation from the direct road to be made by those who crossed it.

8. Starting from Ootacamund there is a good road to the Finger Post a distance of about 8 miles but thence to the Koondah's it is a mere bridle track which crosses the River near Mc Ivors bound where there is no bridge and passes over severe gradients which would render it useless for cart traffic even though it were cut out to the necessary width.

9. Under these circumstances your Memorialists pray that a new road may be made to the Koondah's and they suggest that it should run from the Mailoor Saddle to a spot near the Village of Kerepard whence the owners of property in the District could with comparative ease construct suc [illegible] ds as might be found necessary.

10. The advantages of the trace now suggested were officially recognised some few years ago when Major Morant then District Engineer had a trial trace marked out along this route and as your Memorialists believe reported favorably on the Scheme and approved of the site of the bridge (a principal item of Expenditure) which is below the confluence of at least 3 streams and enables them to be cheaply crossed by one bridge of 60 or 70 feet span.

11. The further advantages of a road constructed along the line now suggested are

(a) That it will serve to open up direct communication with Coonoor as well as Ootacamund there being good roads in existence from Mailoor to both those Settlements.

(b) That it will effectually open out and develope a large tract of [illegible] suitable for planting operations.

(c) That the gradients are easy.

(d) That the route is fairly sheltered from the South West monsoon

12. Direct communication with Coonoor as well as Ootacamund is of serious importance to your Memorialists as it would effect a saving of 8 or 9 miles in despatching produce and obtaining supplies.

13. Your Memorialists will gladly render every assistance in their power to your Excellency's Officials by superintending the construction of the road if sanctioned.

14. In the event of your Excellency's Government being of opinion that the immediate construction of a full width road would be too costly your Memorialists pray that a road of 6 feet in width may be first made.

15. Such a road could be used for bullock traffic and would be of considerable service provided the necessary bridges were built and subsequently it could be cut to the width required for cart traffic on the District becoming extended and the revenue derived therefrom increased.

Your Memorialists humbly pray that your Excellency will be pleased to receive and consider this Memorial and to grant them the assistance and benefits prayed for.

For the Thia Sholah Estate - proprietor - C Havelock
For the Whitbeck Estate - propr. Messrs [illegible] & [illegible]
and Pastler - C Havelock
For the Currington Estate - propr. Messrs Atkins & Havelock
C Havelock
For the Hope Estate - propr. Mesdames Havelock Lynch
and Coh. C Havelock
For the Spee Estate - propr. Mrs Havelock. C Havelock
For the Woodleigh Estate. Propr. F. C. Carr-Gomm by F. E. C. Carr
For the Oslint Estate. Props Mrs C. Havelock. L. M. Tovin by
and F. E. C. Carr. Sup: F. E. C. Carr.

Monegar of Kellkondah's mark x Kardah Gowdah
Monegar of Moolemalay's mark ⊂ Shevanah Gowdah
Monegar of Malkondah's mark \\ Nunthee Gowdah
Head man of Kother's mark & Konnary Kothah
Head man of Kerapad's mark ~ Nunjah Gowdah
Head man of Beek Hatti's mark ┐ Ioggie Gowdah
Monegar of [illegible]'s mark o Ioggie Gowdah
[illegible]
For the Kinnacorrie Estate Proprietors G. G. Butler
H. P. Hodgson
Major Genl. G. Beresford
Sup. H. G. Butler

Head man of Iriasiga Village

Thuchamulla ÷ his mark

For the Nedaroo Coffee Estate, Proprietors,

For the Walkoondah Estate Proprietor - H. Willis

11 JUN 83
P.W.D

2
~~4405/83~~
11244

9981/83

SUPG: ENGINEER'S OFFICE
NO.
3 DEC. 83
P. W. D.
FOURTH CIRCLE

COWDELL & WOOLLEY,
OOTACAMUND.

L.F. No 963 of 1883.

List of papers to accompany the letter No 569 of 14th December/83 from the Supg: Engineer 4th Circle to the Chief Engineer P.W.D.

74/10

1 - Letter dated 22d March/83 from Messrs Cowdell Walley & Winterton enclosing a Petition from Planters and Inhabitants of Koondah.

1 - Letter No 4 of 27th April/83 from the President L.F. Board Nilgiris to the Chief Secretary to Govt Financial Department.

1 - Letter from the Executive Engineer Nilgiri Dn No 423 to the Supg: Engineer 4th Circle enclosing 2 reports of Major Morant to the President L.F. Board Nilgiris Nos 147 of 24th June 1875, No 84 of 20th March 1876 with statements.

1 - Tracing of map showing the position of the proposed roads to the Kundahs.

1 - Old Tracing of — Do — Do

3 - Approximate Estimates Nos 3, 7, & 8 of Do

1 Tracing proposed road to connect the eastern slopes of the Koondah Hills with Ootacamund and Coonoor ghauts sections across the Poorthy River

J. Beatty - Colonel R.E.
Supg: Engineer IV Circle

14th December 1883.

Proceedings of the Madras Government, Financial Department,
3rd November **1875.**

74/11

Local Funds—Roads.

Read the following papers :—

No. 13. Proceedings of the Board of Revenue, dated 18th September 1875, No. 2610 :—

Read the following letter from J. R. COCKERELL, Esq., President of the Local Fund Board, Nilgiris, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Ootacamund, 14th August 1875, No. 27 :—

I HAVE the honor to submit, for the favorable consideration of the Board of Revenue, the accompanying resolution passed by the Local Fund Board at a meeting held on the 28th June 1875:—

Read letter from the District Engineer, No. 147, of 24th June 1875, informing that he has traced and marked out road to Koondahs from the Mailoor Saddle.

"The Board consider that there can be no question that this trace is the best that can be made as it is the shortest road to Coonoor and is superior to the present trace as regards Ootacamund as, though two miles longer, it is much more sheltered from the south-west monsoon. It passes through a far more favorable country for planting purposes. The Board think that the scheme should be at once submitted to the Board of Revenue for sanction with a view to its being included in next year's budget ; the Board propose that the road should be opened out to a width of four feet at Rupees 300 a-mile including the blasting of rock to that width, and that the bridge should be constructed as soon as the trace is opened out. As the stream is impassable except occasionally in January, February, and March, and at all times is a difficult passage, Mr. Havelock states he is prepared to contribute towards the construction of the bridge, and hopes to raise an amount equal to at least twenty per cent of the total cost."

2. I have delayed forwarding the resolution in order to make certain inquiries about the proposed road. I submit the letter of the District Engineer on the subject to the Local Fund Board and a sketch of the trace.

3. The sketch shows that the present route from Mailkoondah to Coonoor *viâ* Ootacamund traverses two sides of a triangle, of which an existing road and its continuation, the proposed road, forms the third side. The proposed road opens up a country facing the Bhowany Valley very favorable for planting. Its construction is estimated to cost Rupees 49,438.

4. The difficulty in connection with the proposed road is the bridge crossing the Poorthy River. This structure will be expensive, because it is necessary to raise the bridge very high over the stream.

5. Captain Morant points out that the proposed road will shorten the distance from the Koondahs to Coonoor by eight miles and will be cheaper than an improvement of the existing trace *viâ* Ootacamund to Coonoor. There is no object in improved communication with Ootacamund. The object is to provide easy communication with Mettoopolliem.

6. The proposed road will serve Mr. Havelock's estate and the estate of Mr. Parker and properties aggregating 1,500 acres, the applications for which are pending. If the road is opened, there is every prospect of extensive planting

along the line. The road is strictly a planters' road. I may observe that the only roads that have hitherto been constructed with view to the existing properties on the hills are the Kotagherry Ghaut, the Hoolical Road, one mile long, the Colacombay Road, and the Yellanhully Road.

ENCLOSURE No. 1.—District Engineer's letter.

ENCLOSURE No. 2.—Its enclosure, table of gradients, &c.

ENCLOSURE No. 3.—Plan.

SUBMITTED for the orders of Government.

2. The Local Fund Board, Nilgiris, forward for sanction a scheme for a road to connect the Koondahs with the Coonoor Ghaut. The amount of the approximate estimate is Rupees 49,438. The cost of an alternative line *viâ* Ootacamund is estimated at Rupees 61,572, and from the particulars given by the District Engineer as to gradients and distances, it seems established that the line now proposed is in every way preferable. The cost of opening the trace as a bridlepath is given as Rupees 3,700. It is stated that the planters will raise one-fifth of the cost of the bridge, or a sum of Rupees 2,000.

3. The Local Board wish that the work should be entered in the budget of 1876-77, but they are hard pressed for funds (*vide* Board's Proceedings, 25th August 1875, No. 2,405), and are entirely dependent on Provincial grants. The work which they propose to undertake is a heavy one and will absorb the small sum which they will be able to appropriate to new works for some years. As their power of doing the work at all depends upon the liberality of Government, it is for Government to decide whether the project should be approved and detailed surveys and estimates called for. The work, it is probable, will be a very useful one.

(A true Copy and Extract.)

(Signed) H. E. STOKES,
Acting Secretary.

No. 656.

No. 14.

MEMORANDUM.

[Proceedings of the Board of Revenue, dated 18th September 1875, No. 2610.]

I am of opinion that the object in view, *viz.*, the connection of the eastern slopes of the Koondahs with the new Coonoor Ghaut may be attained much more satisfactorily than by the line originally brought forward by Mr. Havelock, and since traced and advocated by the District Engineer. The line I would advocate is marked on the accompanying tracing EDB; that traced by Captain Morant ECA, E being their junction near the village of Mail Koondah; D and C the points at which they respectively cross the Poorthy River (a main feeder of the

Bhowany), and B and A the two saddles between which Devah Sholah lies, where connection is formed with a made road to the Coonoor Ghaut.

EC = 6 miles, 6 furlongs, 174 yards.
CA = 5 ,, 3 ,, 177 ,,
ECA = 12 ,, 2 ,, 131 ,,
ED = 6 ,, 1 ,, 70 ,,

And the length of the untraced portion DB of the line I advocate is not likely to make the total length EDB greater than that of ECA. And I must object to the trace CA that on it occur a continuous ascent and a descent, of nearly two miles each, on gradients which will work out as steep as that of the Coonoor Ghaut, while the ascents and descents on the other line will be short, and varied by level stretches; that is to say, that in an Engineering point of view, apart from the consideration of large bridges, EDB is the preferable line.

2. There is no question of going into Ootacamund involved in the above comparison; and Captain Morant's introduction of it has quite obscured, instead of illustrating, the subject. But it is futile to say, as the President of the Local Fund Board does in paragraph 5 of his letter to the Board of Revenue, that "there is no object in improved communication with Ootacamund." When planters settle on the eastern slopes of the Koondahs, it will be a very great object to them to have good communication with Ootacamund; as it is already a great object with all residents at, and visitors to, Ootacamund, to have good communication with the delightful scenery and good sport of the Koondahs. And these future planters (let it be remembered) will be resident, not as Mr. Havelock is two miles further south and west of the point E, but in the wooded sholahs between E and the Avalanche, the bottoms of which are crossed by the trace ED. To the majority of the future planters therefore the high level line, as I may call it, will be the best, and it certainly will be the best for all Ootacamund visitors and residents for whom the Avalanche Bungalow is a fixed halting-place en route to the Koondahs.

3. It is therefore established, to my satisfaction, that D is a better point for bridging the Poorthy River than C on grounds of general utility; and in assuming that the former must cost Rupees 25,000 and the latter only Rupees 10,000, I submit that Captain Morant is not justified; he has no knowledge of the former site, and did not take a section of the latter. And on general grounds it may be assumed that the cost of a bridge at the higher site, and of one across the Nunjanaad River, near Bembaty, need not greatly, if at all, exceed the cost of a single bridge at the lower site below where the waters of both streams have united. The same quantity of water has to be passed under the road in either case.

4. With these remarks I recommend that the trace of the line EDB be completed, and estimated for at once, and that an entry of Rupees 25,000 be authorized in the Provincial Budget of 1876-77 for opening it out to twelve feet in width with minor bridges and drains; the larger bridges to be undertaken in the following year.

(Signed) G. W. WALKER, Major-General, R.E.,
Chief Engineer, P. W. D.

OOTACAMUND,
12th October 1875.

To the Officiating Chief Secretary to Government, Fort St. George.

74/13

Proceedings of the Madras Government, Financial Department, *3rd November 1875.*

No. 15. ORDER THEREON, 3rd November 1875, No. 2144.

The Chief Engineer's note will be referred to the President of the Local F Board, Nilgiris, for his consideration. He is requested to examine the alternat line, and to submit a similar estimate for it.

(True Extract.)

Officiating Chief Secretary

To the Board of Revenue, with enclosures.
,, Public Works Department.
,, President of the Local Fund Board, Nilgiris.

Exd, J. Wright.

74/13A.

To W.

Estimate for additions to the Chepauk offices to provide proper accommodation for the Superintending Engineer, Tank Divisions, & Consulting Architect.

The Estimate amounted to Rs.33093 & provided for adding an upper storey to the Southern wing.

C.A. was asked to cut down the amount by omitting the portion over the central part of wing occupied by the S.E. V circle. He reported that this would effect a reduction of Rs.6600 only, the woodwork, doors & windows, &c, having already been ordered. I enquired what the materials ordered amounted to. They will cost Rs.3638.

There is no reason why such of the materials as cannot be countermanded should not be brought on to stock. We are sure to find use for them by & bye.

The reduced Estimate will then be Rs. 33,093 − (6600+3636) = 22855.

The design as originally contemplated would of course make a much more satisfactory job, and the space that the raising of central portion would afford cannot, C.A. states, well be spared.

25-1-84

P.W. 1875 Dept.

Govt. of Madras.

FINANCIAL.

No. 2240

To

The Board of Revenue, &c.

Dated November 3rd.

Issued 10/11

Recd. 11/11

G.O., 3rd November 1875, No. 2144.

Rev 13/11/75

NOVEMBER.

Nos. 13—15.

Local Funds—Roads.—The Chief Engineer's note on the subject of the proposed connection of the eastern slopes of the Koondahs with the new Coonoor Ghaut, referred to the President of the Local Fund Board, Nilgiris, for his consideration, with instructions to submit an estimate for the alternative line proposed by the Chief Engineer.

No 89 12/11/75

No 89 Communicated to the District Engineer Neilgherries

12 Nov/75.

To D.E. Neilgherries 3

Contr P.W. Accts. 5

with 1sc of Finl order

Desp. 20-11-75

Proceedings of the Madras Government, Public Works Department, 16th April 1877. *No.* 1,287.

No. 354. Read the following Proceedings of the Madras Government in the Financial Department, dated 19th March 1877, No. 969 :—

ABSTRACT.—*Local Funds—Roads.*—The line proposed by the Chief Engineer, Public Works Department, for connecting the eastern slopes of the Khoondahs with the new Coonoor Ghaut, approved.

No. 355. ORDER THEREON, 16th April 1877, No. 1,287.

CIVIL WORKS, No. 34-A.

COMMUNICATED to the District Engineer, Nilgiris. No Provincial Funds are at present available for the work, but the question of providing them, if possible, later in the year will not be lost sight of.

(True Extract.)

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

To the District Engineer, Nilgiris.
„ Examiner of Public Works Accounts.

Exd. S. T. Austin.
Spare Copies

Govt. of {1877}

PUBLIC WORKS.

To

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

Dated April 16th.

Issued

Recd. *Encl.*

G. O., 16th April 1877, No. 1,287.

APRIL.

Nos. 354-355.

New Coonoor Ghaut, Nilgiri District.—Proceedings, Financial Department, approving of the proposed line for connecting the eastern slopes of the Khoondas with the —, communicated to the District Engineer.

74/15

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

19th March 1877, No. 969.

Local Funds—Roads.

Read the following papers:—

No. 218. *Proceedings of the Board of Revenue, dated* 5th *May* 1876, *No.* 1180.

Read the following letter from J. R. COCKERELL, Esq., President of the Local Fund Board, Nilgiris, to C. A. GALTON, Esq., Acting Secretary to the Board of Revenue, dated Ootacamund, 1st April 1876, No. 7:—

G.O., Financial Department, dated 3rd November 1875, No. 2144, refers for my consideration a Memorandum from the Chief Engineer proposing an alternative line to the line of road recommended by the Local Fund Board of the Nilgiris for construction between Farewell's Nullah on the Khoondahs and the Mailoor Saddle.

2. I have the honor to submit a letter to my address from the District Engineer on the subject, with an estimate and plan and a section of the bridges on the two lines. I return the original estimate.

3. The whole question has been reconsidered by the Local Fund Board.

4. The dotted line from D to B on the plan shows the line contemplated by General Walker. It is found by Captain Morant that the line cannot take this course, and must follow a course higher up traced in red. The adoption of this course will make the line about three miles longer than the line proposed by the Local Fund Boards, will add 5,524 Rupees to the cost, and will give an additional rise and fall of $560\frac{1}{3}$ yards.

5. General Walker argues that his line will be the preferable line in an engineering point of view, but Captain Morant's investigations would seem to show otherwise. An engineering view is not however the only view. General Walker's line is exposed to the full force of the south-west monsoon. The line proposed by the Local Fund Board is on the other hand sheltered, and can be traversed without risk by bullocks at all seasons.

6. General Walker writes: "It is futile to say, as the President of the Local Fund Board says, that 'there is no object in improved communication with Ootacamund.' When planters settle on the eastern slopes of the Khoondahs, it will be a great object to them to have good communication with Ootacamund as it is already a great object with all residents at, and visitors to, Ootacamund to have good communication with the Khoondahs, and these future planters will be resident in the wooded sholahs between E and the Avalanche, the bottoms of which are crossed by the trace ED." General Walker does not give his reasons for this statement. It is difficult to see what object planters can have but that of pleasure in communication with Ootacamund. For estate purposes they require the shortest line to the place of export and the place whence they draw their supplies. They will obtain their grain from Coonoor, because

grain is cheaper there than at Ootacamund. Their machinery will be transported from Mettapolliem, and to Mettapolliem they will send their produce. In regard to the interests of visitors it may be remarked, in the first place, that the Local Fund Board design the road as a planters' road. But there is already a good road from Ootacamund to the Avalanche and thence to Sispara, and there is a path from the Avalanche to Mailkoondah. Neither is General Walker's line more suitable to the planters located on the sholah land he indicates than the Local Fund Board's line. To reach either of the lines it will be necessary for the planters to cut their own trace for about three miles. Lastly, the Board's line traverses one of the richest tracts on the hills. The wooded sholahs adverted to are exposed and on rocky land.

7. With regard to bridging the respective routes, the enclosed section shows that Gootookadoo is a more eligible site for a bridge than McIvor's Bund, and I understand that Captain Morant is of opinion the former bridge will be less expensive than two bridges at McIvor's Bund and Bembaty. Moreover, Gootookadoo seems the natural site for a bridge in view to the convenience of the Burghers as well as of the planters.

8. The Local Fund Board venture to submit that their line is the most suitable whichever way regarded.

ENCLOSURE No. 1.—Letter from District Engineer with estimate, table of gradients, &c.

ENCLOSURES Nos. 2 to 4.—Plans.

ENCLOSURE No. 5.—Original Estimate.

Submitted for the orders of Government, with reference to G.O., dated 3rd November 1875, No. 2144.

2. From the foregoing letter it will be seen that the Nilgiri Local Fund Board adhere to the line originally proposed by them for the connexion of the eastern slopes of the Khoondahs with the new Coonoor Ghaut which they consider preferable to the alternative line proposed by the Chief Engineer. The latter is estimated to cost Rupees 5,524 more than the former; it is nearly three miles longer, and the gradients are stated to be steeper. It is further urged by the Local Fund Board in support of their view that their line is more sheltered from the south-west monsoon than the alternative line, and is better suited to the convenience of the villagers; it traverses one of the richest tracts on the hills and opens up that portion of the Khoondahs likely to be occupied by planters in the future equally well, whilst communication with Ootacamund is sufficiently secured by the existing roads to the Avalanche Bungalow. The District Engineer further states that a trace to connect the Avalanche Bungalow with the proposed new road at the Gootookadoo Bridge can easily be made at any future time.

3. The Board are of opinion that, on the whole, the line advocated by the District Officers and the Local Fund Board is the best, and they therefore recommend its adoption. The great advantage of General Walker's line is that it provides for communication between that portion of the hills in the neighbourhood of Mailkoondah and both Ootacamund and Coonoor; but the road is stated to have been planned especially in the interests of the planters, who require direct communication with Coonoor, and as the District Officers are in a position to know their requirements, and the line by Gootookadoo seems to secure this object better than that by McIvor's Bund, the Board support the recommendation of the local authorities, the present being a question in the decision of which local knowledge should carry great weight.

(A true Copy and Extract.)

(Signed) C. A. GALTON,
Acting Secretary.

Ordered to be referred to the Chief Engineer for any further remarks he may wish to offer.

FORT ST. GEORGE,
19*th June* 1876.

(Signed) W. HUDLESTON,
Chief Secretary.

MEMORANDUM.

[No. 219. Letter from the District Engineer, Nilgiris, No. 84, of the 20th March 1876, accompanying Proceedings of the Revenue Board, No. 1180, of the 5th May, referred to the Chief Engineer for remarks.]

The disadvantages of the route from Deva Sholah to the Khoondahs, advocated by the Chief Engineer and ordered to be estimated for in Financial Order, No. 2144, of the 3rd November 1875, are stated by the District Engineer to be (1) nearly three miles of extra length; (2) 5,524 Rupees extra cost; (3) additional rises and falls aggregating 560 yards in all. To which it is added by the President of the Local Fund Board that (4) it is exposed to the full force of the south-west monsoon, while the route advocated by the Local Fund Board is sheltered.

2. According to Captain Morant's data the comparative distances and heights of the points BDE on the line just traced, and of ACE on the direct line, referred to X their common starting point on the road from the Coonoor Ghaut are as follow :—

——	Distance. M. F. YDS.	Above.	Below.	—	Distance. M. F. YDS.	Above.	Below.
(S.L.) B	3 0 183	+ 721 ft.	..	A.	0 4 158	+ 173	
				S.L.	.. .. ..	+ 675	
D	9 5 202	+ 44	..	C.	6 0 115	..	— 43
E	15 7 52	..	— 431	E.	12 7 69	..	— 232

S.L. = summit level of either route.

3. The above table would appear to show—

i. That the distance of E from the Coonoor Ghaut is three miles all but a few yards longer by General Walker's route, than by the other, which may be called Mr. Havelock's, from its original proposer; and this conclusion is accepted, although the undersigned is not quite convinced that a mile in length may not be shortened, and a lower and more sheltered line secured between Deva Sholah and McIvor's Bund obtained by striking off south of the point B. It is granted then that Mr. Havelock and any future settler who shall live, as he does, beyond the village of Mailkhoondah, will be three miles further from Coonoor by General Walker's road, but it will brin them three miles nearer Ootacamund ; and all planters who may settle more than 1½ mile north of E (as most will do till all the valleys between it and Avalanche are occupied will be nearer even to Coonoor by the route now advocated.

ii. The portions XA and XB being already opened, and BDE and ACE bein respectively 12 miles 6 furlongs 89 yards and 12 miles 2 furlongs 131 yards in length it is not possible, in the absence of detailed estimates, to account for the greater lengt of only 0-3-178 of new road to be opened on General Walker's line involving an extr cost of so much as Rupees 5,524. Probably either line might be opened at the sam cost.

iii. Seeing that Captain Morant's statements of rises and falls by the alternative routes show the point E to be 431 below X in the one case, and 232 only in the other, the objection as to excessive changes of levels cannot be properly inquired into for want of really accurate data. It is, however, an objection in itself of no weight, so long as fair gradients are preserved.

iv. The assertion that the line BD, starting though it does at the higher summit level of 721 feet above X, descending at once to + 217, and more gradually to + 44, is exposed to the full force of the south-west monsoon ; while the line AC starting at + 173 making a continuous ascent of two miles up to + 675, and keeping between that elevation and + 458 for two miles more before descending continuously to — 43, is sheltered, is so diametrically opposed to the fact that no Engineer acquainted with the ground can understand how it was hazarded. Captain Morant has distinctly informed General Walker that he repudiates it, and well he may, for there can be no more exposed locality in the south-west monsoon than the southern shoulders of the Deva Shola Betta overhanging the deep ravine of the Bhowany ; and CE, descending the Keelkoondah slopes in a south-westerly direction, cannot, to say the least of it, boast much advantage over DE, southerly in course and hugging more closely the shelter of the Khoonah Hills, under which it runs.

4. With reference to Mr. Cockerell's remarks in paragraph 6 of letter, No. 7, of 1st April 1876, it is remarked that all Khoondah planters will depend on Ootacamund for their supplies of money ; and it will be their constant resort for change of residence, for shopping, for medical advice, for amusement, and for the business they have to transact with the Court, Cutcherry, and Local Fund Board. That there is already a good road from Ootacamund to the Avalanche and Sisspara is another of those assertions that it is a pity should be made. Whatever lines are opened planters will of course have to make their own branch roads of connexion with their estates. But that those estates will be taken up all along and above the line DE before more are opened beyond Mailkhoondah village may be safely predicated. Probably a return of applications already made for land west and south of the Bowany or Poorthy River would settle the matter at once. Not one acre of land can be taken up by planters from E to C and C to A ; it is all preoccupied by Badagas' cultivation and pastures. Mr. Cockerell could have had no personal knowledge of the ground when he wrote as he did. He trusted to the misrepresentations of interested, ignorant persons.

5. With reference to which and the concluding sentence of the Revenue Board's Proceedings, Major-General Walker desires to put forward his claim to be considered a "local authority whose local knowledge should carry great weight ;" inasmuch as for seven years he was Superintending Engineer of the 7th Division in which the Nilgiris

are included ; and he made a special examination of the whole tract of country in question on the call made in the despatch from the Secretary of State, recorded with G.O., No. 2942, of the 14th September 1866. He has had to do with planting districts during most of his service in India, and he has been in a position to form opinions regarding their communications which have generally proved to be more reliable than the local opinions of parties personally interested indeed in the subject, but lamentably ignorant of the details of road-making in mountainous countries, and unable to form general and unprejudiced views. Should any further opinion on the subject of this paper be desired, there is no one more competent to give it than Colonel Farewell, who was so long employed on the Nilgiris as Executive and Superintending Engineer, through whose hands it will be submitted to Government. Inasmuch as the work will be carried out entirely from Provincial Funds, it is desirable that it should be designed for the benefit of the public in general, including European planters and Badaga ryots ; not, as is apt to be the case with Local Boards in which the planting interest predominates, in accordance with the views of a particular clique.

FORT ST. GEORGE,
31st Jan. 1877.
(Signed) G. W. WALKER, Major-Genl., R.E.,
Chief Engineer, P.W.D.

To the Chief Secretary to Government.

No. 451.

Transferred to the Financial Department.

FORT ST. GEORGE,
22nd Feb. 1877.
(Signed) W. FAREWELL, Colonel,
Ag. Joint Secy. to Govt., P.W.D.

No. 220. ORDER THEREON, 19th March 1877, No. 969.

The Government prefer the line proposed by the Chief Engineer.

2. No money being available from Local Funds, it will be considered in the Public Works Department whether funds can be provided from the amount assigned for Public Works—Provincial.

(True Extract.)

Under Secy. to Govt.

To the Public Works Department, Roads and Buildings.
" Board of Revenue, with papers.
" Accountant-General.
" Commissioner of the Nilgiris.

Exd. J. Wright.

522

Mr No 89-12-11-75

P.W.D.
3APR77
No. 3412

74/18

Govt. of Madras 1877

FINANCIAL

To
The PUBLIC WORKS DEPARTMENT,
&c. &c. &c.

~~abstract~~

Dated March, 19th.
Issued 7/4
Recd.
Encl.

G.O., 19th March 1877, No. 969.

MARCH.
Nos. 218—220.

Local Funds—Roads.—The line proposed by the Chief Engineer, Public Works Department, for connecting the eastern slopes of the Khoondahs with the new Coonoor Ghaut, approved.

No 1287 / 16 Apl/77

Cir ~~[illegible]~~

Communicate to the D.E. Nilgiri. No Provincial funds are at present available for the work but the question of providing them, if possible, later in the year will not be lost sight of.

5.4.77

D.E. Nilgiri
E.E. P.W.A.

Desp 2-5-77

G.O. 16th April/77 I.B. No. 354

Cir 5-4-77

C No 3412

Pope

Govt. of {1877} Madras

PUBLIC WORKS.

To the D. E. Neilgiris

Dated 17/4

Issued

Recd. Encl.

G. O., 15th April 1877, No. 1217

Nos. 354 - 355

New Coonoor Ghaut.
Nilgiris Dr. - Profs Fund
Dept approving of the
proposed line for connecting
the Eastern Slopes of the
Khondas with the
Commd to the D Engr

Vide C. E. No. 3364
of 26-11-78 & (No 9551 &
10575 of 1883—

74/19

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

12th December 1878, No. 2205.

Local Funds—Roads.

not connd.

Read the following papers :—

No. 77. *Proceedings of the Board of Revenue, dated* 25*th October* 1877, *No.* 4839.

Read the following letter from A. McC. WEBSTER, Esq., President of the Local Fund Board, Nilgiris, to the Secretary to the Board of Revenue, dated Ootacamund, 11th October 1877, No. 15 :—

With reference to G.O., No. 969, dated 19th March 1877, on the subject of connecting the eastern slopes of the Kundas with the new Coonoor Ghat, I have the honor to forward herewith an extract from the Resolution of the Local Fund Board, dated 28th September 1877, and a Memorandum prepared on the subject by Mr. C. Havelock of Mailkunda.

2. The Local Fund Board regret that they cannot but adhere to their Resolution passed on the 28th June 1875, recorded in G.O., No. 2144, dated 3rd November 1875, and respectfully beg that the line proposed by them be adopted.

ENCLOSURE No. 1.

EXTRACT from the Proceedings of the Local Fund Board, Nilgiri Circle, dated 28th September 1877.

* * * * *

Read G.O., No. 969, dated 19th March 1877, on the subject of connecting the eastern slopes of the Kundas with the new Coonoor Ghaut (postponed from last meeting).

Although Government have decided to construct the road from Provincial Funds, the Local Fund Board beg respectfully to adhere to their former opinion expressed in their Proceedings of 28th June 1875 as to the desirability of opening the road on the trace proposed by them. They resolve also to forward to Government a memorandum prepared on the subject by Mr. C. Havelock of Mailkunda.

* * * * *

(Signed) A. McC. WEBSTER,
President.

ENCLOSURE No. 2.

REMARKS on the Government Order regarding the proposed lines for a road connecting the Kundas with Ootacamund and Coonoor.

The main point chosen by the Chief Engineer for preferring the existing trace from Farewell's Nullah to Ooty seems to be that it passes under the "wooded sholas" between (E) and the Avelanche, which he predicts will be taken up by planters before land south and east and west of E will be thought of. The two largest of these "wooded sholas" are those at the base of the bear hill which have been set aside as Government reserve; one of them was refused to me on this account by Mr. Cockerell four years ago. The other "wooded sholas" are those running down from the Avelanche; whether these have been applied for or not I cannot say, but certainly no operations have as yet commenced in them, and, when they are planted up, they are of small extent, and the present Avelanche road would be quite sufficient for their requirements for the next ten years. For more "wooded sholas" we must go south and west of the point (E), *i.e.*, about and beyond Mailkunda village. In this neighbourhood (which the Chief Engineer grants would be served by Havelock's trace) I now know of applications for four blocks of land besides this; south and west of Mailkunda there are now in existence six estates—the Government Chinchona Plantations, the Caroline Estate, Whitbeck Estate, Thia Shola Estate, and Oolie Ut and Mr. Hodgson's new place at Kinakoray, also near Keelkunda (south-west of E) are two or three native clearings of considerable size, and doubtless as long as planters in their ignorance choose low-lying warm protected lands for their operations, the land about Havelock's trace will be taken up before the exposed frost-bitten slopes which the Chief Engineer apparently recommends.

2. General Walker says "not one acre of land can be taken up by planters from E to C and C to A; it is all pre-occupied by Baduga cultivation and pastures. Mr. Cockerell could have had no personal knowledge of the ground when he wrote as he did. He trusted to the misrepresentations of interested and ignorant persons," one of whom I have the honor to be, and I am glad to say that on this point General Walker is evidently more ignorant than either myself or Mr. Cockerell. The fact that a good deal (but by no means all) the land about the villages of Nunjoor Keelkunda, Yeddacard, Keellur, Manjacombay, &c., belongs now to Badagas is no reason why it should not be cultivated in the future by planters, for we have found Badagas ready enough to sell, and this land in comparison to that about Kateri (now nearly all under cultivation) is in many respects preferable for both tea and coffee.

3. An interesting question to be decided is that touching the exposure of the various lines proposed to the monsoon. General Walker truly says that the "southern shoulders" of the Deva Shola Bettah are much exposed to the monsoon, but he has lost sight of the fact that hardly any rain from the south-west ever falls on this land in any quantity; whereas his line D E is not only subject to the most frightful gales, but at the same time gets three times as much rain as the line further to the east, and as it goes on from the Yeddacardu Saddle by the bund and the Nanjanad valley. *Facts* are quite strong enough to speak for themselves. Further, General Walker is making a "misrepresentation" when he states that the line D E hugs the shelter of the Kunda Hills, for it does nothing of the kind, being two and three miles from the base of those hills, but, sloping away to the west, give no protection whatever from wind and rain to the line of road.

4. General Walker puts forward his claim to be considered a local authority whose knowledge should carry great weight; he also names Colonel Farewell as one whose opinion would be valuable to this. I assert that no knowledge whatever regarding the climate of the Kundas can be acquired by a residence in Ooty or Coonoor for any number of years. If the trace now preferred by Government be cut, it would be doubtless of use to me and all in my immediate neighbourhood, but for those opening now at Kunnakoray and Keelkunda it will be of no service whatever, and they would never go near it except perhaps when compelled to do so by the river becoming impassable. In proof of this Mr. Hodgson has already spent a considerable sum in cutting a path to join the Mailur Saddle. "Havelock's trace" would be quite as serviceable, *more so in fact* to these individuals than to me.

5. I do not feel competent to give much opinion on engineering points, but must remark on the skill shown at the approach to the temporary bridge over the Nanjanad stream where sundry zigzags at about one in twelve land the passenger in a swamp, from whence he has to climb up a steep ascent for about 300 yards to join the right level, also I fancy there will have to be some skilful manipulation required to cross the bridge at McIvor's bund, the present trace intended to cross on the bund 170 feet above the stream. The bund as predicted by our Engineers has never existed; this will surely necessitate a change of gradient for a greater or less distance.

6. There can be no doubt that the trace proposed by me is the best for all purposes and for all concerned, and it seems evident that General Walker adheres so obstinately to his own opinion simply because, first, he advised the construction of the present road to the sign-post at a cost of something like 30,000 Rupees, but, though next to useless, he does not like to abandon, and, secondly, he does not like to acknowledge that others have shown better judgment than himself; he actually admits the advisability of nearer connection with the Coonoor Ghaut than through Ooty in that he proposed the line traced from Deva Shola to the bund.

In conclusion it seems strange that Government should have decided as it has done, being guided in a matter of importance by the statement of one man without making any inquiry as to whether his statements were all correct or whether those made by several others which he insinuates to be false were really so. If this is to be the rule for the future, surely it would be wiser for members of the Local Fund Board to keep at home and mind their own business. So far as I am personally concerned though a good road would be a great convenience, I am

convinced that the opening up of the country which would certainly follow would be most prejudicial to my interests in this district.

(Signed) C. C. HAVELOCK.

THIA SHOLA,
21*st June* 1877.

(True Copy.)

(Signed) A. McC. WEBSTER,
President.

Submitted to Government with reference to G.O., 19th March 1877, No. 969.

(True Copies and Extract.)

(Signed) H. E. STOKES,
Secretary.

No. 78. *Proceedings of the Board of Revenue, dated* 18*th February* 1878, *No.* 1773, (*Miscellaneous*).

Read the following letter from A. McC. WEBSTER, Esq., Acting President of the Local Fund Board, Nilgiris, to the Secretary to the Board of Revenue, dated Ootacamund, 19th December 1877, No. 26.

In continuation of my letter, No. 15, dated 11th October 1877, I have the honor to forward copy of a letter from Mr. C. C. Havelock, Thia Shola, complaining of the want of a passable road and bridges from Thia Shola to Ooty or Coonoor and an extract from the Proceedings of the Local Fund Board passed thereon.

2. The Local Fund Board recognise the importance of the communication and urge the opening of a six feet trace with bridges between Mailur Saddle and Mailkunda village.

ENCLOSURE No. 1.

From C. C. HAVELOCK, Esq., to the President of the Local Fund Board, Nilgiris, dated Thia Shola, 3rd December 1877.

The great inconvenience and loss sustained by me this year for want of passable road and bridges from this to Ooty or Coonoor, must be my excuse for again bringing this matter before you. Up to a short time ago we could communicate with Ooty *via* Avelanchi, except in excessively bad weather; now the state of the bridges on the Avelanchi road renders this quite impassable, so that one or two showers of rain cut this district off entirely from both Ooty and Coonoor. Many hundreds of acres of land have been taken up for planting this year and several estates have been commenced, so it is surely time something was done to bring this district on to an equal footing with other parts of the hills. I do not now press for an expensive road, but if Government would for the present sanction sufficient to cut a trace four or five feet wide and to build bridges between the Mailur Saddle and Mailkunda village, nothing more would be required for some years, when the planters here would he better able to pay a portion of the cost of cutting the road to its full width.

2. A petition shown to me has been drawn up by the other land-holders in this district. I have had nothing to do with it and knew nothing of it till it was brought to me to sign; this petition will go to show that every one in this part is desirous of a road being constructed which will communicate direct with Coonoor. As Government seem in favor of General Walker's trace, I think it advisable, before any more money is wasted in the neighbourhood of Avelanche and McIvor's land, that Government may be begged to reconsider the subject. It should be specially pointed out to them that in spite of there being no road, large tracts of land have been taken up for planting, not as General Walker predicted in the "wooded sholas" lying to the west of his trace between Avelanchi and Farewell's Nulla, but to the east and south of the line proposed by me and now petitioned for by the whole population of the district Native and European.

ENCLOSURE No. 2.

EXTRACT from the Proceedings of the Local Fund Board, Nilgiri Circle, dated 8th December 1877, No. 23.

* * *

Read letter from Mr. C. C. Havelock, Thia Shola, dated 3rd December 1877, complaining of the want of a passable road and bridge from Thia Shola to Ootacamund or Coonoor.

This letter will be forwarded to Government in continuation of the Proceedings of the Local Fund Board, dated 28th September 1877. The Board recognise the importance of opening a six feet trace at once.

* * *

(Signed) A. McC. WEBSTER,
Acting President.

Submitted to Government in continuation of Board's Proceedings, dated 25th October 1877, No. 4839.

(True Copies and Extract.)

(Signed) C. A. GALTON,
Acting Secretary.

No. 1978.

Transferred to the Public Works Department for disposal.

Ootacamund,
23rd October 1878.

(Signed) H. B. GRIGG,
Acting Under Secretary.

No. 79. *Proceedings of the Board of Revenue, dated* 23rd *March* 1878, *No.* 2946.

Read the following letter from A. McC. WEBSTER, Esq., President of the Local Fund Board, Nilgiris, to the Acting Secretary to the Board of Revenue, dated Ootacamund, 15th February 1878, No. 3 :—

In continuation of my letter, No. 26, dated 19th December 1877, I have the honor to forward a petition from Mr. A. P. Hodgson and other inhabitants and Puttadars of Kundas complaining of the want of a proper communication between the Kundas and other parts of Nilgiris, and suggesting a new trace across the Devashola range, and the Resolution of the Local Fund Board passed thereon.

Enclosure No. 1.

Extract from the Proceedings of the Local Fund Board, Nilgiri Circle, dated 31st January 1878, No. 4.

* * * *

4. Read petition from Mr. A. P. Hodgson and other inhabitants and Puttadars of Kundas bringing to notice the inconvenience arising from want of a proper communication between the Kundas and other portion of Nilgiris and more especially want of a bridge across the Kunda River, and suggesting to run the road across the Devashola Range (Kelur Gramam), viz., Mailur Saddle by Kelur Gramam up by Manjuri Keelkunda.

The Local Fund Board has already on several occasions brought the necessity of a bridge to the notice of the Government, with whom the question rests, as the Board have not funds of their own to meet even the cost of up-keep of existing roads. The petition will be forwarded to the Government for favorable consideration.

* * * *

(True Extract.)

(Signed) A. McC. WEBSTER,
President.

Submitted for the orders of Government.

(True Copies and Extract.)

(Signed) J. STURROCK,
Acting Sub-Secretary.

No. 1[illegible]7.

Transferred to the Public Works Department for disposal.

Ootacamund,
23rd October 1878.

(Signed) H. B. GRIGG,
Acting Under Secretary.

No. 79-A. *Memorandum by Colonel W. FAREWELL, Deputy Chief Engineer, Public Works Department, dated* 26 *November* 1878. No 5304—

With reference to the papers connected with the proposed traces to the Kunda mountains transferred to Colonel Farewell, Deputy Chief Engineer, for report, that officer having, in company with Major Morant, R.E., examined most of the ground through which the traces run, taking into consideration the positions of the various estates and villages and the wants of the Planters and Badagas, viz., the shortest and most direct line to connect the eastern portion of the Kundas with the new Coonoor ghat, is of opinion that the line advocated by Major Morant, R.E., Planters, Petitioners and Local Fund Board, with certain modifications, should be adopted, viz., that marked C in the accompanying map of the Nilgiris, crossing the Poorty River at the bridge site lettered D below the junction of the Rivers Poorty and Devashola, and running direct to the Mailur Saddle *viâ* Kateri to the junction of the road with the Coonoor Ghat.

2. So far as the exposure to the monsoons, as noted in these papers, is concerned, there really is not a pin to choose between any of the lines, all are exposed in the monsoons.

3. In order that the question may be thoroughly understood, it is necessary that the circumstances should be noted under which the trace from Ootacamund to the Kundas was arranged to cross the river at the site of the embankment of the proposed St. Lawrence Reservoir (known as "McIvor's Bund"), the height of which was to have been 270 or 300 feet above the bed of the river, with an upper contour water line of some 19 or 20 miles; thus precluding the possibility of the trace running in any other direction. This line was traced by Colonel Farewell when Executive Engineer of the Nilgiris, taking the crest of the St. Lawrence Reservoir embankment (the key of the line) as a fixed point, and necessitated the divergence, at the Munjanad Saddle, to the east of the Attabagah Hill.

4. In consequence of the absence of professional guidance (the chief cause of the failure of Mr. McIvor's work), the earth required for the embankment was cut haphazard from the hill sides by the action of running water, resulting in the huge crators now existing in all directions in proximity to the work, which it is believed renders it next to impossible to make any road of approach to a bridge built at the site of the bund, but even if such is possible, as the existing trace has been already pushed to the utmost to reach 270 or 300 feet above the river bed, under any circumstance a further extension of road, in a series of hideous zigzags on either side of the river, a length of at least a mile, would be forced, and thus two miles added to the total length of the road.

5. If the St. Lawrence Reservoir embankment is ever to be reconstructed, there would appear to be no necessity for a bridge at the site at all, while if it is determined to abandon the scheme it is certainly most desirable also to throw out the trace south-east of the Attabagah Hill and follow the natural line north-west of it, crossing the river somewhere near the present Poorty bridge site (as marked in red chalk and lettered F) and so on towards Avelanche and Sispirah on the western Kundas, continuing it down the right bank of the river as marked and lettered H in red chalk to its junction with the line already traced and cut to bridlepath to the eastern Kundas. Further, it is noted that if it is determined to reconstruct the St. Lawrence Reservoir, for the reason already given, it will be found absolutely necessary to change its embankment site in order to obtain the earth required for the work, and thus increase its distance from the Coonoor Ghat.

6. On the Map of Nilgiris, accompanying this report, are shown the traces referred to in the papers under consideration, marked in red chalk A, B, C,

7. The line A passes through inconvenient and intricate ground (*i.e.*, a succession of flats of steep access causing loss of ground) from Mr. McIvor's bund to its junction with the Ooty and Mailur road. It crosses the Devasholah valley river requiring another substantial bridge, thus the same quantity of water as that which passes by the one stream at the new bridge site, lettered D, would have to be provided for. Further, the bridge proposed at Mr. McIvor's ruined bund site would, as before noted, require to be approached by a series of unsightly zigzags considerably lengthening the road already of two miles greater length than that approved of, while this line also has the disadvantage of running up to the Devasholah road and with a reversed slope only entering the Kateri road to the Coonoor Ghat close below the Mailur Saddle.

8. The line marked and lettered B in red chalk is one that suggested itself to the Deputy Chief Engineer on inspecting the ground as a more convenient line than A and cheaper and easier to construct than C. It was traced and examined, but since it rises nearly 500 feet above the Mailur Saddle to which it has again to descend as in the case of A and is a mile longer than *C*, the Deputy Chief Engineer does not recommend it and refers to it merely to show that the whole question has received due attention.

9. The line marked and lettered C in red chalk, that advocated by those most concerned, the Local Fund Board and Major Morant, &c., crosses the river at the site, lettered D, formerly roughly bridged by Mr. Thomas, when Collector of the District. The site is a good one for a bridge. The Deputy Chief Engineer would not, however, advise any curtailment of the sectional area of discharge of the river, by earth-filling as proposed by Major Morant, but would bridge the site with a bridge of two spans of the dimensions necessary so as to take advantage of the fine rocky foundations available—see section on plan marked X—the Poorty river drains a considerable area subject at times to very heavy rainfall. No one knows what height the river reaches in high floods, from the simple reason that when in that condition the weather is such as to render it almost impossible for the people living in the vicinity to leave their places of shelter. There can, however, be no doubt that ample water-way should be provided for and the bridge well raised. The trace for more than two-thirds of its length between the bridge site and the Mailur Saddle runs through easy ground, the remaining third being however rocky and will be probably expensive to work though Major Morant is of a + different opinion.

+ This

10. Attention is now called to the sketch tracing supplied with these papers marked W. The purple line thereon A C E shows the line C of the other map as originally proposed. The line C E being a very tortuous one and nearly parallel with that from X to E, the existing trace, it is proposed should be abandoned, the link from C to X being traced instead, and a considerable saving will be effected by making the line E X common to both the Ootacamund and Coonoor lines.

No. 80. Order thereon, 12th December 1878, No. 2205.

The question raised in these papers, as to the proper line to be adopted for the proposed road connecting the eastern Kundas with the Coonoor Ghat by way of Kateri, will lie over as there is no present prospect of funds being available for the construction of a line of communication involving so large an expenditure.

(True Extract.)

Acting Chief Secretary.

To the Board of Revenue.
„ Public Works Department.
„ President of the Nilgiri Local Fund Board.

Exd. T. O'Connor.

74/22

9

No. 118 Ed/ 22d May 1883.

74/23

Letter from the President, L. F. B., Nilgiris, No. 4 d/ 27th April 1883.

Endorsement thereon in the Financial Dept No. 933 d/ 15th May 1883.

Subject Memorial from the Planters Badagars and other inhabitants of the Koondah Fd of the Nilgiris in reference to the want of proper means of communication between their properties and the settlements of Ootacamund & Coonoor.

Referred to the S.E. Fourth Circle for report.

2. Major Morant seems to have traced some such road as that now prayed for by the Memorialists. All available information on the subject should be submitted — including any Surveys or Estimates that may have been prepared

(Sd) R. H. Sankey, Col, R.E.
Secry to Govt, P.W.D.

Reminder sent. 27/6/83 [illegible] office

To,
The S.E. Fourth Circle
with enclosures in original to be returned

(Sd) R.P.

[illegible] 22/5

4

P.W. – January

Govt. of 1878 Madras
FINANCIAL.

To
The Board of Revenue,
&c., &c., &c.

Dated December, 12th.
Issued 27
Recd.

G.O., 12th December 1878, No. 2205.

DECEMBER.
Nos. 77—80.

Local Funds—Roads.—The question raised as to the proper line to be adopted for the proposed road connecting the eastern Kundas with the Coonoor Ghat by way of Kateri, ordered to lie-over, as there is no present prospect of funds being available.

Mis. No. 93 W/D 8 Jan/79
Recorded.
6.1.79.

Vide C.E. No. 9850 & 11575 of 1883.

Vide C.E. No. 5304 P
26-12-78

S.E. Fourth Circle

Despd 8-1-79

Copies to [illegible] 21-

No. 89 d/ 12-11-75 (P.W.)
" 1287 d/ 16-4-77 "
" 93 W d/ 8-1-79
" 1216 W d/ 5-6-82

No. 118 Ed/ 30th May 18

CHEPAUK,
10 Decr 1883.

No. 2636 D

74/24

MEMORANDUM.

THE undermentioned documents are forwarded to the Supg Engineer Fourth Circle with reference to his letter No. 537 W dated 29th November 1883

Plans & estimates for roads in the Koondahs, prepared by Major Morant R.E. & referred to in Financial Pro: Nos 969 d/ 19th March 1877 and 2205 dated 12th December 1878. P.W. No. 93 W dated 4th January 1879

(By Order.)

(sd) C. Bowen
Lieut.-Colonel, R.E.,
~~Acting~~ Under Secretary to Government, P.W.D.

To
The Supg Engr, Fourth Circle
Coimbatore

Recd 11/12

No 1182 d/22-5-83

No 2636 D d/10-12-83

Estimate No 3

Approximate Estimate No 8 of 1875-76

Neilgherry District

Cost of opening out to 12 feet the existing trace between the Nunjanad Saddle across the Poorthy River at Mr. Iver's Bund and so on to the Smaill Koondah Stream

Particulars	Rate	per	Amount	Total
Cost taken from Colonel Harewell's Estimate made in 1869		74/~~25~~	31572	74/25
Large Bridge over Poorthy Stream with extension of line &ca			25000	
Permanent Bridge with approach over the Nunjinad Stream			5000	61572
Total Estimate Rs				61572

Distt Engrs Office
Ootacamund
24th June 1875

J. E. Morant — Captn R.E.
District Engineer

President E. A. Bd

P.W.D. ENGINEER'S OFFICE
No.
12 DEC 83
FOURTH CIRCLE

Approximate Estimate No. 7 of 1875-76

Neilgherry District

Cost of opening out the Proposed Trace to the Khoondahs between the Mailoor Saddle and the Mailkoondah Stream near the village of Mailkoondah into a road 12 feet wide

Q^ty	Particulars	Rate Rs	Amount	Total
2.2.131	Opening out Trace into a road of 12 ft. wide	3200 .. mile	39438	74/26
60	Feet Span'd Bridge over the Poorthy River		10,000	
				49438 .. ..
	Total Estimate Rs			49438 .. ..

Dist. Eng^r's Office
Ootacamund
24th June 1875

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

President [illegible] Bd

Jud. G. M. No. 2137/76

From

The District Engineer
Nilgiris

To

The President
L. F. Board
Nilgiris

Dated 24th } June 1875
Received 25th }

No. 147 Enclosure 1

Road to Koondahs

Informing that he has traced and marked out a road to Koondahs from the Marlow Saddle

5/8

Jud. G. M. No. 5896/76

L. F. 47 1/8

Estimate No. 3

Approximate Estimate of the cost of opening out into a road 12 feet wide the High Level Trace to the Khoondahs between a Saddle near Deva Sholah across the Poorthy River at McIvor's Bund, to Farewell's Nullah near the village of Mailkoondah.

74/27

Miles	Fur.	Yards		
12	6	89	at 3200 Rs. per mile	40,962
60 Feet Span bridge over Poorthy river at McIvor's Bund				10,000
40 Feet bridge over the Nunjenaad Stream				4,000
			Total Rupees	54,962

Distt. Engr's Office }
Ootacamund }
20th March 1876 }

J. E. Morant
Captn. R.E.
District Engineer

E. M. Cotterell
President

12-6-89
12-52 SXSX

Nilgiris 4

From

The Dist. Engineer
Nilgiris

To

The President
Local Fund Board
Nilgiris

Dated 20th } March 76
Received 28th }

No 84

Fin G.O. No 2121/76

Forwarding an estimate for the alternative trace to connect the Koondahs suggested by the Chief Engineer

12 DEC 83 P.W.D.

19/3/75 N69

District Engineer's Office
Ootacamund 20th March 1876

No 84

24/28

From

The District Engineer
Neilgherries

To

The President
L. Fund Board
Neilgherries

Enclo: 4

Sir,

With reference to Financial G.O. No 2144 of the 3rd November last, I have the honor to inform you that I have traced the alternative line proposed by the Chief Engineer which may be termed the High level Trace. I find it it will be very nearly 3 miles or about 25 per cent longer than the line advocated by the Local Fund Board.

2. A Table of the Gradients of the High level Line is appended. They are collectively as follows,—

Percentage of whole length	Gradients —	Distance of Miles—Fur. Yards
33 —	Between 1 in 15 & 1 in 17 —	5 - 1 - 49 $\frac{1}{3}$
3	" 1 in 17$\frac{1}{2}$ to 1 in 18	" — 4 - $\frac{2}{3}$
32 —	" 1 in 19 & 1 in 21 —	5 - 1 - 66 $\frac{1}{3}$

5 —	"	1 in 23 & 1 in 26 —	" — 5 - $181\frac{2}{3}$
9 —	"	1 in 32 & 1 in 46 —	1 - 4 - $9\frac{1}{3}$
4	"	1 in 56 —	" — 4 - $189\frac{1}{3}$
14 —		Easier than 1 in 100 —	2 - 1 - $185\frac{1}{3}$
100			15 - 7 - 52

The High level line starts from a point (X) below the Deva shola Estate (whence branches the road to the Coonoor Ghaut) and rises by the existing road at an average gradient of 1 in 19 to a saddle near Deva shola. Thence it descends with an average gradient of 1 in 19 to the Kunjenad stream which it crosses. It then rises and falls with average gradients of 1 in 19 to the Poorthy river at Mc Ivor's Band. Thence the existing trace is followed to the Mail Koondah stream (Farewell's Nullah). The Estimated cost of this part is Rupees 54962 as per Estimate No 3 attached.

3. Objections have been raised to the Bridge at Mc Ivor's Bund being estimated to cost more than the Bridge lower down the same stream. In the absence of detailed information this objection might appear a sound one. But I append sections of the 2 sites from which you will see at a glance that the Mc Ivor's Bund site is the most costly to bridge. The

bed

a clear overfall in one place [illegible]

bed of the stream here has not such a steep incline as that of the stream at the lower site, where there are a succession of rapids down which the water rushes with a swift current and hence does not rise so high as it otherwise would do, although its volume is of course greater than it is higher up. The Gootoo Kadoo site is also a rocky gorge peculiarly suitable for a bridge. The Mc Ivor's Bund Bridge will thus be more costly than the Gootoo Kadoo bridge. But to avoid the appearance of pushing this point I place them at the same figure. I may add that the Avelanchee Bungalow is already connected with Ootacamund by a road traversible by carts and that the Poorthy river is already bridged on this line at a point only a mile or two above Mc Ivor's Bund. In considering the question of bridging this river in a second place is it not clear that the lower down the river and the further from the existing bridge the second bridge is placed the better for the Badagers who occupy the numerous villages on either side of the stream all the way down it. The Bridge site at Gootoo Kadoo is now and has long been the main if not only point of crossing this river, numerous paths to adjoining villages here crossing and here years ago a foot bridge on cut stone supports long existed. At the McIvor's Bund site there has never been any crossing of this kind. This indicates that the Gootoo Kadoo site is the one best suited to the convenience of the adjoining villagers.

the present trace to the Khoondahs avoided a little above this point

It certainly is the best if the new trace be as well

4. Appended is a comparative Table of the 2 lines proposed to be carried out to Connect the Eastern slopes of the Khoondah Mountains with the Coonoor Ghaut, shewing the merits of each under the heads of "length," "Cost," "Rises and Falls" and "Gradients." From this table it will be seen that the High level trace is 2 miles 7 fur. 203 yards longer, will cost Rs 5524 more and will rise and fall 560 1/3 yards more than the Local Fund Board's trace. Its gradients are also much steeper. One quarter of the length of the High level trace will be as steep as between 1 in 15 & 1 in 18, these steep gradients not existing in the Local Fund Board's trace, one quarter of which enjoys gradients of between 1 in 33 & 1 in 50. It has also been objected to the trace advocated by the Local Board that "on it occur a

a

a continuous "ascent and a descent of nearly 2 miles each on gradients as steep as that of the Coonoor Ghaut". If you will be so good as to examine the Table of Gradients sent with my last letter you will see that the 1 in 20 ascent of nearly 2 miles is separated from the 1 in 19 descent of nearly 2 miles by a more level piece (1 in 43) of nearly 2 miles. If the above objection is a sound one, it applies to every road on these Hills and particularly to the High level trace. I have given the Government and the Local Board an opportunity of comparing the whole of the gradients of all the rival traces as well as the number of feet they rise and fall. On these points I beg a reference to my former letter No 147 of the 24th June 1875

5. I find a trace can very easily at any future time be made on the Khoondah side of the Poorthy river from the Gootoo-Kadoo Bridge to the avalanche bungalow. It has been traced and is marked on the Map in dotted lines.

I have &c.
Sd. J. L. L. Morant Captn
Dist. Engr. R.E.

(True Copy)

Executive Engineer
Nilgiri Division

SUPDG. ENGINEER'S OFFICE
NO.
3 DEC 83
P.W.D.
FOURTH CIRCLE

Comparative Table of the High level and the Local Fund Boards' Traces to connect the Coonoor Ghaut with the Eastern slopes of the Khoondah Mountains.

74/32

Particulars Compared	High level Trace Between Coonoor and the Khoondahs via Devashola and McIvor's Bund.	Local Fund Boards Trace Between Coonoor and the Khoondahs via Mailoor.
Distance —	Miles. 25 — Furlongs. 5 — yards 216	Miles 22 — Furlongs 6 — yards 13 —
Cost.	Rupees 54962 —	Rupees 49438
Total of Rises and Falls.	yards 1934 1/3	yards. 1374

Gradients between	Percentage of whole length	Miles	Furlongs	yards	Percentage of whole length	Miles	Furlongs	yards
1 in 15 & 1 in 17 —	20	5 —	1 —	79	"	" —	" —	"
1 in 17 & 1 in 18	5 —	1 —	1 —	217 —	"	" —	" —	"
1 in 18 & 1 in 21	40	10 —	2 —	80	45 —	10 —	1 —	91
1 in 23 & 1 in 32	14 —	3 —	5 —	110	10	2 —	1 —	84 2/3
1 in 33 & 1 in 50	5 —	1 —	2 —	99 —	24	5 —	3 —	34 1/3
1 in 56 & 1 in 76	4	1 —	0 —	26 —	3	0 —	6 —	79 2/3
Easier than 1 in 100 —	12	3 —	0 —	45 1/3	18	4 —	1 —	163 1/3
	100	25 —	5 —	216	100	22 —	6 —	13

District Engineer's Office }
Ootacamund }
20th March 1876 — }

(Sd) J L L Morant Captain RE
District Engineer

SUPG: ENGINEER'S OFFICE
No.
3 DEC 85
P.W.D
FOURTH CIRCLE

No 1236/85

Estimate No 3

Approximate Estimate of the cost of opening out into a road 12 feet wide the High level trace to the Khoondahs between a saddle near Deva shola across the Poorthy river at McIvor's Bund to Farewell's Nullah near the village of Mailkoondah.

74/34

Miles	Fur	Yards		
12	6	89	at 3200 Rs per mile	40962
60 Feet span bridge over Poorthy river at McIvor's Bund				10,000
40 Feet bridge over the Nunjeenad Stream				4,000
Total Rupees				54,962

District Engineer's Office
Ootacamund
20th March 1876

(Sd) J L L Morant Capt RE
District Engineer

74/32

SUPDG. ENGINEER'S OFFICE
No. 761/43
30.10.83
65
FOURTH CIRCLE

No. 147.

74/36

To,

The President,
L. F. Board,
Nilgiris.

Sir,

With reference to Proceedings No. 3 of the Local Fund Board held on the 28th September last, I have the honor to inform you that I have traced and marked out a road to the Koondahs from the Mailoor Saddle. The length of this trace, which may be called the Proposed Trace, is 12 Miles 2 Furlongs 131 yards. A table of its gradients is appended. They are collectively as follows.

Percentage of whole length	Gradients	Distances. Miles.	Fur.	Yds.
30	Between 1 in 19 & 1 in 20	3	5.	143.
39	Between 1 in 35 and 1 in 43	4:	6.	101
3	Between 1 in 50 and 1 in 76	"	3.	23
28	Easier than 1 in 100	3.	3.	84
100	Total length	12	2.	131.

The Proposed Trace rises from the Mailoor Saddle by a gradient of 1 in 20 up to the Mund Kundey Saddle, thence it descends by an Easy gradient of 1 in 43. to a third Saddle from which it falls by a gradient of 1 in 19 down to the Poorthy River. It crosses this River at a very Convenient Site for a bridge just below the point where the Nungenad Stream enters it. A foot bridge once existed here After leaving the river the trace ascends up to the Shumbatter Kundy Saddle by a gradient of 1 in 35, thence descending ~~down~~ by a gradient of 1 in 40 down to the Atharakadavoo Stream. which it crosses at a rocky Site. It now gently rises by a gradient of 1 in 76 up to a Spur near a large Koter Village, whence it runs at almost a dead level to the Stream called "Farewell Nullah" where it meets the existing trace, at a point half a mile distant from the Village of Mail-Khondah.

2. The Mailoor Saddle is connected both with Ootacamund and Coonoor by roads, the lengths and gradients of which are as follows.-

Between Mailoor and the Ootacamund Market-

Gradients	Lengths. Miles.	Fur.	yds.
Between 1 in 11 and 1 in 14. —	"	6.	218/3
" 1 in 15 and 1 in 17	2-	5.	180
" 1 in 18 and 1 in 21	2-	1.	14⅔

Gradients.	Lengths Miles.	Fur.	yds.
Between 1 in 23 and 1 in 32 —	3	6.	83⅓
" 1 in 33 and 1 in 50 —	" —	5.	133⅓
" 1 in 50 and 1 in 76	" —	7 —	110
Easier than 1 in 100	1 —	1. —	191⅓
Total Distance.	12.	3.	51

Between Mailoor and the 1st Zigzag on the Coonoor Ghaut

Gradients	Distances.		
Between 1 in 18 and 1 in 21 —	6.	3.	168.
" 1 in 23 and 1 in 32 —	2.	1.	84⅔
" 1 in 33 and 1 in 50 —	" -	4.	153⅓.
" 1 in 50 and 1 in 76 —	" -	3 -	56⅔.
Easier than 1 in 100 —	" -	6 -	79⅓
Total Distance	10.	3.	102.

3. Another approach to the Koondahs is via McIvor's Bund. It may be termed the Existing trace. By it Ootacamund and the Coonoor Ghaut are distant from the Koondahs 17½ Miles and 30½ Miles respectively. The gradients and distances of these two lines are as follows.-

Between the Ootacamund Market and the Khoondahs.

Gradients. Distances

Gradients	Distances		
Between 1 in 11 and 1 in 14	"	7	115
" 1 in 15 and 1 in 17	5.	3.	73 1/3
" 1 in 18 and 1 in 21	8.	2.	49 2/3.
" 1 in 23 and 1 in 32.	6.	4.	93 1/3
" 1 in 33 and 1 in 50	.	3	106 2/3.
" 1 in 50 and 1 in 76	4	3.	200
Easier than 1 in 100.	4.	3.	71 1/3
Total Distance	30.	4.	49.

Between the Coonoor Ghaut and the Khoondahs

Gradients.	Distances.		
Between 1 in 11 and 1 in 14.	"	2	93 1/3
" 1 in 15 and 1 in 17	3.	3.	143 1/3.
" 1 in 18 and 1 in 21	3.	2	96 2/3.
" 1 in 23 and 1 in 32	2.	7.	56 2/3
" 1 in 50 and 1 in 76.	4.	1.	156 2/3
Easier than 1 in 100.	3.	3.	10
Total Distance	17.	4.	116 2/3

These bearings must be checked — only some 17 miles from Ooty to the Khoondahs
W
2/11

4. Appended are approximate Estimates first of the cost of opening out to 12 feet wide the Proposed Trace via Mailoor; and Secondly of completing to the Same width the existing trace via Mc Ivor's Bund. The Estimates amount to Rs 49,438 and Rs 61,572 respectively. Both traces cross the Poorthy River. The proposed trace at a site very convenient for a bridge; the existing trace at a part of the river where the construction of a bridge must cost a large sum of money, if, indeed, it be possible to cross the river at that part at all without extending the road atleast a mile up the stream, The existing trace, moreover, crosses the Kunjenad stream, where a temporary bridge now exists, in a very inconvenient manner. This stream will require a 40 ft" span bridge with a heavy approach on the Ootacamund side.

74/30

5. The following Comparative table exhibits the relative advantages of these two Traces with reference both to Ootacamund and to the Coonoor ghaut, under the heads of "length," "Cost," "Rises and Falls" and "gradients"

6. From this table it appears that with reference to connecting Ootacamund with the Khoondas, the Existing trace is the Shortest by about 7 Miles, that it will cost

Rupees 12,134 more and that it rises and falls 253 yards less than the proposed trace. The quality of the gradients in these two traces are about the same. With reference to connecting the Khoondahs with the Coonoor Ghaut, the proposed trace Compares in every way most favourably with the existing trace. It is the shortest by about 8 Miles. It will cost Rs 12,134 less than and it rises and falls 653 yards less than the Existing trace. Its gradients are also more easy. Thus to sum up.— it may be safely stated that the Proposed Trace connects the Coonoor Ghaut with the Khoondahs by the Most direct, cheapest and Easiest line. But that the Existing trace is the best for Connecting Ootacamund with the Khoondahs.

7. A tracing accompanies this Report.

8. I may add that the cutting out of the Proposed Trace to a bridle path 3 feet out of the Solid will cost at Rs 200 per mile, Rs 2465 or Say 2500.

I have
&ca &ca

Ootacamund
24th June 1870 } (Signed) J. L. L. Morant Capn R.E.
District Engineer
Nilgiris

(True Copy)

Executive Engineer
Nilgiri Division

74/39

SUPDG ENGINEER
RD.
3 DEC. 83
P.W.D.
FOURTH CIRCLE

Estimate No. 1.

Approximate Estimate of the cost of opening out the Proposed Trace to the Khoondahs between the Mailoor Saddle and the Mailkhonda stream near the village of Mailkhondah into a road 12 feet wide.

	Rupees.
Miles. 12 Fur. 2 Yds. 131 at Rupees 3200 per mile	39438 ✓
60 feet span Bridge over the Poorthy River	10,000 ✓
Total Cost Rupees	49,438

74/40

Estimate No. 2.

Approximate Estimate of opening out to 12 feet the Existing trace between the Nunjenad Saddle across the Poorthy River at Mc Ivors' Bund and So on to the Mailkhonda stream.

	Rupees.
Cost taken from Colonel Farewell's Estimate made in 1869	31,572
Large Bridge over Poorthy stream with extension of line &ca	25,000
Permanant Bridge with approach over the Nunjenad stream	5,000
Total Cost Rs	61,572 ✓

Comparative Table of Proposed and Existing Traces to the Khoondah Mountains.

Particulars Compared	Existing Trace.		Existing Trace.	
	Between Ootacamund and the Khoondas via Mc Ivors Bund.			Between Coonoor and the Khoondas via Mc Ivors Bund
Distance		M. F. yds. 17- 4- 116 2/3		M. F. yds. 30- 4- 49
Cost		Rupees 61572		Rupees. 61572
Total of Rises and Falls—		yds. 1026	yds. 1370	yds. 2027
Gradients between	Percentage of whole length.	M. F. yds.	Percentage of whole length.	M. F. yds.
1 in 11 & 1 in 14	2	0- 2. 93 1/3	3	0- 7- 115
1 in 15 & 1 in 17	20	3. 3. 143 1/3	18	5- 3- 73 1/3
1 in 18 & 1 in 21	19	3. 2. 96 2/3	27	8- 2- 49 2/3
1 in 23 & 1 in 32	17	2. 7. 56 2/3	22	6- 4- 93 1/3
1 in 33 & 1 in 50	–	– – –	1	0- 3- 106 2/3
1 in 56 & 1 in 76	23	4- 1. 156 2/3	15	4- 3- 200
Easier than 1 in 100	19	3. 3. 10	14	4- 3. 71 1/3
Totals	100	17-4-116 2/3	100	30-4-49

74/42

Table of Gradients of the Proposed Trace to the Khoondas via Mailoor, between the Mailoor Saddle and Farewells nullah near Maikondah.

	Degree	Gradients	Rise in feet	Fall in feet	Length in yards	
1. From Poorthy River to Carekundy Saddle ____	3.00	19	501	"	3172	
2. From Carekundy Saddle to Mund Kundy Saddle	1.20	43⅛	217	"	3114	
3. From Mundkundy Saddle to Mailoor Saddle ____	2.50	20		502	3351 √	Miles fur. yds
				Total yards	9637	5 3- 977 √
1. From the Poorthy River to Thumbatta Kundy Saddle ____	1.36	35	141	-	1644	
2. From Thumbattakundy Saddle to Autthrakadavoo Nullah ____	1.25	40	"	278	3703	
3. From Autthrakadavoo Nullah to Purthasekundy ____	00.45	76	27		683	
4. From Parthasekundy to Cuttadakadavoo or Farewell's Nullah ____	00.15	228	-	79	6024	√
					12054	6 - 6 - 174
						12 √ - 2 √ - 131 √

Table of gradients of the road from the Mailoor Saddle to the 1st Zigzag on the Coonoor New Ghaut.

Degree	gradient 1 in	Rises in feet	Falls in feet	Dead Level.	Distances in yards.	Remarks.
3.15	18	"	173	"	1038	
2.45	21	"	81	"	566⅔	
3.15	18	11	"	"	66⅔	
2.15	26	"	38	"	333⅓	
3.00	19	"	121	"	766⅔	
1.45	32	22	"	"	233⅓	
00-00	–	–	–	600	200	
3.00	19	61	"	"	383⅓	
2.15	26	8	"	"	66⅔	
00.45	76	5	"	"	133⅓	
2.30	23	"	43	"	333⅓.	
2.45	21	38	"	"	266⅔	
3.15	18	106	-	-	633⅓	
3.15	18	"	72	-	433⅓	
3.00	19	"	297		1883⅓	
1.00	56	2			33⅓	
2.45	21	"	7		50	
3.00	19	21			133⅓	
2.30	23	4			316⅔	
00.30	114	3			100	
1.15	46	8			116⅔	
00.30	114	4			150	
1.15	46	0	8		116⅔	
2.00	28	11	"		100	
2.00	28	"	91		850	
3.00	19	132	"		833⅓.	

2·45	21	"	48	"	333 1/3
1·45	32	"	14	"	150
1·00	56	"	14	"	266 2/3
2·00	28	23	"	"	216 2/3
00·15	228	"	4	"	316 2/3
1·00	56	"	15	"	283 1/3
3·00	19	"	410	"	2600
3·30	38	41	"	"	576 2/3
2·45	21	"	40	"	283 1/3
3·00	19	"	29	"	183 1/3
1·30	38	16	"	"	200
00·15	228	2	"	"	116 2/3
2·00	28	13	"	"	116 2/3
00·00	"	"	"	150	50
2·30	23	"	109	"	833 1/3
00·30	114	11	"	"	416 2/3
00·00	"	"	"	150	50
1·30	38	"	7	"	83 1/3
3·00	19	"	100	"	633 1/3
2·45	21	17	"	"	116 2/3
2·00	28	"	16	"	150
3·15	18	31	"	"	183 1/3
2·00	28	13	"	"	124 2/3.

Total 18362 2/3 yds or Miles 10 – F. 3 – yds 102

From the Mailoor Saddle to the Ootacamund market.

Degree	Gradient 1 in	Rise In feet	Fall In feet	Dead Level	Yds
3·15	18	"	173	"	1038
3·30	17	296	"	"	1683 1/3
1·15	46	"	4	"	66 2/3
3·30	17	391	"	"	2216 2/3
00·15	228	"	4	"	333 1/3
00·00	56	47	"	"	883 1/3
00·00	56	"	20	"	366 2/3
00·15	26	85	"	"	733 1/3
00·15	26	"	167	"	1450
00·15	228	"	2	"	116 2/3
00·30	23	"	80	"	616 2/3
00·10	19	47	"	"	300
2·30	23	28	"	"	216 2/3
00·15	228	"	1	"	66 2/3
00·30	23	174	"	"	1333 1/3
00·10	19	279	"	"	1766 2/3
00·15	26	"	60	"	576 2/3
00·45	32	"	11	"	116 2/3
00·45	76	"	13	"	333 1/3
00·45	16	"	19	"	100
00·00	19	"	24	"	150
00·45	16	"	66	"	350
00·00	–	–	–	1150	383 1/3
00·15	26	"	71	"	616 2/3
1·30	38	"	66	–	833 1/3
3·00	19	26	"	"	116 2/3
5·00	11 1/2	30	"	"	116 2/3

2·45	21	12	"	"	83 1/3
1·15	46	5	"	"	83 1/3
4·30	13	"	23	"	100
3·00	19	5	"	"	33 1/3
1·30	38	5	"	"	66 2/3
5·15	11	27	"	"	100
4·15	14	25	"	"	116 2/3
2·00	28	13	"	"	116 2/3
4·00	15	18	"	"	50
2·15	26	25	.	.	250
3·30	17	29	"	"	166 2/3
00·15	228	"	2	"	166 2/3
2·45	21	"	31	"	216 2/3
4·30	13	115	"	"	500
4·45	12	"	126	"	505
3·45	16	"	44	"	233 1/3
00·30	114	"	6	"	233 1/3
2·30	23	"	17	"	133 1/3
4·45	12	"	25	"	100
2·15	26	"	38	"	333 1/3
00·30	114	"	4	"	183 1/3
1·45	32	"	13	"	133 1/3
1·45	32	11	"	"	116 2/3
00·30	114	3	"	"	116 2/3
00·30	114	"	11	"	416 2/3
00·45	76	"	3	"	66 2/3
1·30	38	"	14	"	183 1/3
00·30	114	5	"	"	204 2/3

Miles F yds.
Total 21831 yds. or 12 — 3. 51

From Farewell's Nullah to Mc Ivors Bund.

74/45

Degree.	Gradient	Rise In feet	Fall In feet	Dead Level	yds.
3·30	17	94	"	"	533 1/3
00·15	228	5	"	"	383 1/3
00·30	23	15	"	"	116 2/3
00·15	18	94	"	"	566 2/3
3·30	17	165	"	"	933 1/3
2·45	21	"	81	"	566 2/3
00·00	"	"	"	1100	366 2/3
00·00	15	"	170	"	850
00·00	"	"	"	150	50
3·30	17	44	.	.	250
00·00	19	42	"	"	266 2/3
·15	228	"	9	"	716 2/3
00·00	"	"	"	50	16 2/3
3·30	17	406	"	"	2300
·45	32	"	129	"	1383 1/3
00·00	"	"	"	300	100
·15	228	"	8	"	650
·15	228	7	"	"	533 1/3
00·00	"	"	.	800	266 2/3

m. F yds.
Total 10850 yds. or 6 — 1. 70

2 — 4 — 156

Table of Gradients of the Road.

From Mc Ivor's Bund to the Ootacamund Market

Degree	Gradient.	Rise In feet	Fall In feet	Dead Level.	Distance in yards.	Remarks
2.45	21	28	"	"	200	
3.00	19	50	"	"	316 2/3	
3.15	18	241	"	"	1450	
3.30	17	194	"	"	1100	
1.45	32	"	89	"	950	
2.10	28	58	"	"	550	
1.00	56	"	336	"	6283 1/3	
4.15	14	"	39	"	183 1/3	
00.00	"	"	"	550	183 1/3	
5.15	11	77	"	"	283 1/3	
3.15	18	83	"	"	500	
2.45	21	40	"	"	283 1/3	
1.00	56	45	"	"	850	
00.00	"	"	"	2500	833 1/3	
3.00	19	150	"	"	950	
1.45	32	140	–	–	1500	
00.00	"	"	"	1400	466 2/3	
3.00	19	97	"	"	616 2/3	
2.30	23	"	47	"	366 2/3	
3.45	16	"	21	"	116 2/3	
1.45	32	"	17	"	183 1/3	
00.00	"	"	"	750	250	
2.30	23	8	"	"	66 2/3	
00.30	114	12	"	"	466 2/3	
10.45	76	"	2	"	50	
4.15	14	"	13	"	66 2/3	
2.45	21	"	14	"	100	
00.20	"	"	"	450	150	
00.00	"	"	"	1550	576 2/3	
00.45	76	9	"	"	233 1/3	

Total 20066 2/3 yds or 11 – 3. 46 2/3
(Mile f yds)

Table Of Gradients of the Road.

From Ootacamund Market to the Junction of Kartairy Road with New Coonoor Ghaut below 1st Mile

74/40

Gradient	Rises In feet	Falls In feet.	Dead Level.	Distance in yards.	Remarks.
114	"	5	"	204 2/3	
38	14	"		183 1/3	
76	3	"		66 2/3	
114	11	"		416 2/3	
114	"	4		150	
32	"	11		116 2/3	
32	13	"		133 1/3	
114	4	"		133 1/3	
26	38	"		333 1/3	
12	25	"		100	
23	17	"		133 1/3	
14	6	"		233 1/3	
16	44	"		233 1/3	
12	126	"		505	
13	"	102	"	576 2/3	
"	"	"	150	50	
18	106	"		633 1/3	
32	"	16		166 2/3	
32	"	20		216 2/3	
28	"	64		600	
21	"	102		716 2/3	
21	"	207		1450	

17	"	141		800
21	"	114		800
46	3	"		50
21	"	29		200
32	"	283		$3016\frac{2}{3}$
18	"	78		$466\frac{2}{3}$
15	"	40		200
17	"	171		$966\frac{2}{3}$
16	"	191		$1016\frac{2}{3}$
26	"	17		150
26	"	50		$433\frac{1}{3}$
19	"	92		$583\frac{1}{3}$
17	"	38		$216\frac{2}{3}$
56	"	7		$133\frac{1}{3}$
56	15	"		$283\frac{1}{3}$
28	"	59		550
26	"	27		$233\frac{1}{3}$
38	"	24		$366\frac{2}{3}$
-	-	-	400	$733\frac{1}{3}$
228	4	"	300	300
32	"	31		$333\frac{1}{3}$
38	13	"		$166\frac{2}{3}$
18	144	"		$866\frac{2}{3}$
"	"	"	600	200
15	3	"		$16\frac{2}{3}$
19	"	479	-	$3036\frac{1}{3}$
	589	2412		
		589		$22812\frac{2}{3}$ yds. or 12 miles 7 Fur. $152\frac{2}{3}$ yds.
		3001		

SUPERINTENDING ENGINEER'S OFFICE
761 h.I
3 DEC 83
E b
P.W.D.
FOURTH CIRCLE

No. 423

Nilgiri Division Office
Ootacamund 1st Decr. 1883.

From,

74/H.I

The Executive Engineer
Nilgiri Division

To

The Superintending Engineer
Fourth Circle

Sir,

Enclosures
1 Endorsement No. 118 E
3 Enclosures of above
2 copies of Major Morant's reports
1 Map
7 Total

With reference to your No. 286/R.I of 9th June 1883, I have the honor to forward copies of Major Morant's reports on two former proposals for Roads to connect the Koondahs with the Coonoor Ghat. These reports might have been submitted long ago, but I have been endeavouring to find the Surveys in Connection therewith but so far all I have been able to ascertain is that they must be with Government in the P. W. D. By the merest chance, I noticed on a District map in my office a Couple of lines pencilled out; these I believe to be the traces referred to by Major Morant and I accordingly send this map with the lines marked in red. I have Carefully Considered them and inspected the Country about Mailoor, Mac Ivor's Bund and the Poorthy River and I quite concur in Major Morant's opinion regarding the line from Mailoor Saddle (called the Local Fund Board's trace) via the Poorthy River to Farewell's Nullah. There cannot be any doubt of its advantages over the line from Deva Sholah, which in addition to being longer has more unfavourable gradients and requires a 2nd bridge over the Nurjenad Stream, but in connection with this please see G. O. No 969 of 19th March 1877.

In Continuation of para 4 of the Collector's letter No 4 of 27th april 1883 to the Chief Secretary, Financial Department, I may mention that, in my opinion it would seem preferable, would be much less expensive and until the Koondahs become much more productive than they are now, would answer all present requirements if the existing trace were widened and improved; of course, this trace only connects the Koondahs with Ootacamund some 17 miles distant, as Mr Brandt remarks, it is a mere bridle path beyond the 8th mile and there is

?connection with

in

in addition the Poorthy River to be crossed at Mac Ivor's Bund. I have not seen the two sections of this River alluded× to by Major Morant. But I doubt if a bridge lower down would be cheaper as supposed by Major Morant. Certainly a very good site for a bridge could be found near Mac Ivor's Bund where the river bed is entirely of rock and a little below where the bund was, the torrent would have an almost clear overfall. Most probably the cheapest kind of bridge would be a wire rope suspension bridge and at site of Mac Ivor's bund are a number of large blocks of blue granite stone which could be utilized; they were quarried doubtless in connection with the band work. It may not be out of place to mention, in conclusion, that at Mac Ivor's bund is a small bungalow. It was repaired by this Department last year at a cost of Rs 101 but it is now fast going to ruin, high winds have blown half the roof off, the corrugated iron sheets lying scattered about, all the doors and windows have been removed. In the event of any work being undertaken

× letter 84 of 20th March 1876 para 3.

74/48

in Connection with the Roads under reference, the bungalow would be most useful. There is no other Shelter for miles around. I would, therefore, Suggest its being taken over by the Local Fund Department.

The original Petition &ca received with your letter under reply is returned.

I have the honor to be
Sir
Your most obedient Servant

Executive Engineer.

A.P.

74/49

From

The Executive Engineer

Nilgiri Division

SUPG. ENGINEER'S OFFICE
No. 761 h I
5 DEC. 83
6
P.W.D.
FOURTH CIRCLE

P 4/2

PW 2/1164

No. 493

Dated 1-12-83

Received

Enclosures 7

Proposed Road to the Koondahs from the Mailoor Saddle

Submits report on the —

283

Ootacamund
22nd March 1883

The Chief Secretary to Government
Madras

74/~~[illegible]~~ ~~80/51~~

Sir,

Enclosed we have the honour to hand you a Memorial to His Excellency the Governor in Council, from the Planters Badagas & other Inhabitants of the Koondah District of the Nilgiris, in reference to the want of proper means of communication between their properties and the Settlements of Ootacamund and Coonoor, and we request that it may be laid before His Excellency for consideration in due course

We have the honour to be
Sir
Yr. Most obt. Servants
Cawdell Woolley & Swinton

-cation with Ootacamund

From

The Executive Engineer

Nilgiri Division

-cation with Ootacamund

From

The Executive Engineer

74/50

191/1883

No 722

Referred to the President Local Fund Board, Nilgiris for remarks.

(By order)
Sidney Chapman
3/11/83

2/4
P.S.

1039/9 S.E.

Financial (1883) Dept
(Roads Commun[illegible])

11 JUN 83
P.W.D.

From
Messrs Cordell, Woolley & Winteston

No. 963.

Dated 20th March 83
Dated 26 do
Recd 28 do

761 W
DEC 83
64
SUPDG. ENGINEER'S OFFICE
P.W.D.
FOURTH CIRCLE

Petition from Planters & inhabitants of Koondah distt: in respect of the want of proper means of communication.

24/3

(with order)

Cir

Public Works Department.

Read the following :— 74/51

Letter from the President, L. F. Board, Nilgiris, No 4 dated April 27th 1883 submitting a Memorial from the Planters, Badagars and other inhabitants of the Koondahs.

Endorsement thereon in Financial Dept. No 933 dated May 15th 1883

Letter from the S.E. Fourth Circle No 488 dated November 7th 1883

Do do " 537/W dated November 26th

Do do " 569 dated December 14th

For Orders

[illegible] [illegible] [illegible]

The Planters and Badagas of the Koondahs have submitted a Memorial to Government praying for better means of communication with Ootacamund and Coonoor.

The question has been before Government on former occasions, and considerable discussion has arisen as to the proper line to be adopted. Orders were last passed in December 1898, when it was remarked in the [&] Financial Dept that as there was no prospect of funds being available to meet so large an expenditure, the question will "lie over".

The Collector of the Nilgiris, who has reported on the present Memorial, still sees no prospect of the L.F. Board being in a position to assign the requisite funds.

[&] G.O. 2205 d/12 Decr 1898 (Finl)

If therefore anything is to be done, the aid of the Government will be needed.

There are two alternative lines 74/53

(1) called the existing trace and

(2) the proposed or L.F. Board's trace.

(1) is estimated to cost Rs 61,572 &

(2) will probably cost Rs 49,438.

It seems premature at this stage to enter into the merits of the rival routes. Should the Government be disposed to aid the L.F. Board in opening up this portion of the Nilgiris, and record an assurance to that effect, the details of the two schemes can be settled in communication with the President of the L. F. Board, and the services of Mr. Nordmann, already engaged on work of this character in Wynaad, might perhaps ~~could~~ be utilised in estimating in detail for whichever line may be considered preferable.

Col. R.E.

Secretary to Gvt. P.W. Dept.

Madras
Decr. 10th 1883

~~The Hon H. E. S[illegible]~~

R.S. [illegible] R 24/12

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3 of 2175E

Local Fund Board's office
Ootacamund 27 April 1883.

74/54

No. 4 From
The President
Local Fund Board
Nilgiris
To The Chief Secretary
to Government
Financial Department
Ootacamund

Sir,

I have the honor to return the enclosed Memorial addressed to His Excellency the Governor in Council by inhabitants and planters in the Kundah Division of this District with reference to need of means of communication to and for their division.

2. In accordance with the order of Government, I have the honor to submit the following remarks on the Memorial.

3. I have no doubt whatever that it is desirable that proper means of communication should be opened up between both Ootacamund and Coonoor and the Kundahs. It is

also true the road via Nimpanad Chattrum and Avalanche towards Sispara is only good for a distance of about 8 miles or so and that after that it is a mere bridle path.

4. I would point out that the revenue derived from the Kundah District is on the memorialists' own showing very small indeed as compared with the tract of country which has been and has to be opened up, and that last year on the bridle road from Nimpanad to Avalanche, and the road from Nimpanad to McLoor's Bund, there was spent in all over Rupees 1300, while the revenue paid by the memorialists and the native inhabitants together does not exceed 1800 Rupees.

5. The Avalanche bridge which was destroyed in the last South West monsoon has been, I find, now made temporarily passable.

6. I would ask the attention of Government to Proceedings in the Financial department, dated 12th December 1878, No 2205 "Local Fund Road".

7. It appears to me that it is entirely a question of funds. I do not think it possible for the Local Fund Board to attempt any thing in the way of Construction of a line or lines of Communication such as that or those here required, for a very long time.

74/55

8. The funds at disposal have been allotted in the Budget now before Government, and are barely sufficient for up-keep of existing lines of Communications and repair and replacement of bridges thereon, and for all other requirements of the Board.

9. The Local Fund Engineer was in February last called upon by the Local Fund Board with reference to a petition to similar effect, to submit a Sketch, with report and Estimate.

10. Without material assistance from Government, I fear that it will be long before the Local Fund Board will be in a position to do that which the memorialists ask for, but the matter shall have my best

also true the road via Nimpanad Chattrum and Avalanche towards Sispara is only good for a distance of about 8 miles or so and that after that it is a mere bridle path.

4. I would point out that the revenue derived from the Kundah District is on the memorialists' own showing very small indeed as compared with the tract of country which has been and has to be opened up, and that last year on the bridle road from Nimpanad to Avalanche, and the road from Nimpanad to McDoor's Kund, there was spent in all over Rupees 1300, while the revenue paid by the Memorialists and the native inhabitants together does not exceed 1800 Rupees.

5. The Avalanche bridge which was destroyed in the last South West monsoon has been, I find, now made temporarily passable.

6. I would ask the attention of Government to Proceedings in the Financial Department, dated 12th December 1878, No. 2205 "Local Fund. Road."

7. It appears to me that it is entirely a question of funds. I do not think it possible for the Local Fund Board to attempt any thing in the way of Construction of a line or lines of Communication such as that or those here required, for a very long time.

8. The funds at disposal have been allotted in the Budget now before Government, and are barely sufficient for up-keep of existing lines of Communications and repair and replacement of bridges thereon, and for all other requirements of the Board.

9. The Local Fund Engineer was in February last called upon by the Local Fund Board with reference to a petition to similar effect, to submit a Sketch, with report and Estimate.

10. Without material assistance from Government I fear that it will be long before the Local Fund Board will be in a position to do that which the memorialists ask for, but the matter shall have my

best attention, and will be laid
before the next Local Fund Board
for Consideration.

I have the honor to be
Sir
Your most obdt. Servt

F. Brandt
President
L. F. Bd.
Nilgiris

Lh

SUPG. ENGINEER'S OFFICE
No. 7614
5 DEC 85
P.W.D.
[illegible] CIRCLE

Mis No. 93 W of 8.1.79
Pro G. No 1287 of 16.4.77
Mis G. P.W.D No. 89 of 12.11.75

For complete P.C. vide Cr. No. 11244/83

p 3

Ootacamund
15th May 1883

No. [illegible]

Transferred to the Public Works Department for disposal.

(By order)
Sidum Laffan
Ag Under Secretary

O.L.S. 15/5
Mo 15/5 Ootg 17/5

Financial (1883) Dept

From P.W.C. No. 4455

The President
L.F. Board
Nilgiris

To the Chief Secty
to Government
F.D.
with the Governor
Stone House Hill

No. 4

Dated 27th
Despd 27th } April/83
Recd 28th

Enclosures 2

Subject
Memorial

Resubmitting the ~~of the~~ Memorial of the Inhabitants with the remarks of the President L.F. Board Nilgiris —

15 JUN 83
P.W.D.

SUPG. ENGINEER'S OFFICE
No. 761 P.W.D.
3 DEC 83
FOURTH CIRCLE

---

p 4

SUPG. ENGINEER'S OFFICE 4TH CIRCLE,
Coimbatore, 7th Novr. 1883.

No. 488

74/57

From,
The Superintending Engineer,
Fourth Circle.

To,
The Chief Engineer
P.W.D.

Sir,

With reference to your Memo No. 1186. of 22d May 1883 regarding the Mailoor - Kerepard Road and reminder of 31st. October/83, I have the honor to inform you that the Executive Engineer states that he hopes to report on the work within this month, and I have requested him to explain at once the cause of the great delay that has occurred.

I have the honor to be,
Sir,
Your Most Obt. Servant
G. Beatty. Col. R. E.
Supg. Engr., 4th Circle.

DA

74/58

P.W.C. No. 9850

For P.C. vide No. 11244

8/82

From

The Supg: Engineer,
Fourth Circle.

Dated 7th } Novr: 1883.
Despd: Do. }

No. 488

Enc:-

Mailoor, Kereparo Road.

Stating ~~that~~ the Ex. Engineer Nilgiri Dt., promises reporting on the ___ within this month.

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p5

Supg. Engr's: Office, 4th Circle,
Camp Vellore, 26th Novr: /83.
Desp. 28th — Do —

No. 537/W.

From

The Superintending Engineer,
Fourth Circle, P.W.D.

To

The Chief Engineer, 74/59.
P.W.D.

Sir,

I have the honor to request you will be good enough to furnish me with the plan and estimate for the proposed road from Mailoor to the Koondahs, prepared by Major Morant, R.E., and referred to in G. O. No: 969[×] of 19th March 1877, F. D.

2. It has been ascertained that the papers in questions were not returned either to the Local Fund Board or the Revenue Board.

I have the honor to be,
Sir,
Your most obedt. servant.
L. Beatty. Col. R.E.,
Supg. Engineer, 4th Circle.

× P.W.D. No: 1287 of 16th April /77.

D.W.Ch. 10575

From,

The Supg. Engineer
4th Circle.

Dated 26th } November/83
Despd 28th }
A2

No. 537
w

Enclosure —

Proposed Road from Mailoor to the Koondahs
Requests to furnish with the Plan and Estimate for the —

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p6

SUPG. ENGINEER'S OFFICE 4TH CIRCLE,
Coimbatore, 14th Decr 1883.

No. 569

74
60

From,

The Superintending Engineer,
Fourth Circle.

To,

The Chief Engineer
P. W. Department

Sir,

I have the honor to send herewith a report from the Executive Engineer Nilgiris on the two traces for a road leading to the Koondahs; the one, called the Local Fund Board's Trace, or the Proposed Trace, and the other General Walker's alternative Trace via the Mc Ivor's Bund, also called the Existing Trace.

Enclosure 1
1 List.

2 The Proposed trace× would be 12 miles, 2 furlongs and 131 yards long, with gradients varying from 1 in 19 to 1 in 238; the Existing⊗ Trace is about seven miles long with gradients from 1 in 11

× A.C.E. See Sketch map.

⊗ B.D

to 1 in 56.

3 Major Morant estimated the probable cost of opening out the Local Fund Boards Trace at Rs 49,438; and his estimate for the Existing Trace was Rs 61,572.

4 The principal cause of difference in cost between two lines is in the bridging; the Existing, or General Walker's Trace, would need two bridges, one over the Nunjenad Stream and a second over the Poorthy river. The Proposed or Local Fund Boards trace, would cross the Poorthy river only.

5. Major Morant sums up the advantages of the two lines as follows:—

The Proposed Trace would be the most direct, cheapest and easiest line to connect the Koondahs with the Coonoor Ghaut; and the Existing Trace would be the best for connecting the Koondahs with Ootacamund.

6. I return herewith the accompaniments of

p 7

of your memo, together with copies of Major Morant's reports dated 24th June 1875 and 20th March 1876. 74/61

7 It will be observed from Mr. Larminie's letter that he has been unable to discover the surveys + that accompanied Major Morant's reports and it is now supposed they must be in the Government Office.

+ Since obtained from Govt. Dept. and sent to S.E., vide No: 2636 D of 10 Decr 83. 20-12-83

8. From the large sheet of the Trigonometrical Survey sent me by the Executive Engineer I have had prepared in my office and send herewith a Tracing to show the position of the two Traces, with reference to the Coonoor Ghaut and Ootacamund.

I have the honor to be
Sir
Your most Obt. servt.

E. Beatty - Colonel R.E.
Supg: Engineer IV Circle

P. S. Since writing as above I have received the papers sent with Memo No. 2636 D of 10th December, but they do not throw any additional light on the subject and are returned herewith.

E. B.

P.W. No. 11244

5/3

No. 89 d/ 12/11/75
" 1287 d/ 16. Feb/77
" 93 W d/ 8/1/79
" 118 E d/ 22/5/83
" 2636 D d/ 10/12/83

From

The Supg: Engineer,
Fourth Circle.

Dated 14th }
Despd: 15th } Decr: 1883.
Recd 17

No: 569

Enc: 1 18 (3 plans [illegible])

Road leading to the Koondahs:—

Forwarding a report from the Ex. Engineer, Nilgiris on the 2 traces for d°—.

[illegible] 21/2 R. 24/2

A / From orders

No. 74 W Public Works Department

Proceedings of the Madras Govt, 74/63

Under date the 11th January 1884.

Read the following:—

Print letters on [illegible]

Letter from the President, L. F. Bd., Nilgiris, submitting a Memorial from the Planters, Badagars and other inhabitants of the Khoondahs	(P.W. No. 4 d/ April 27th/83)
Endorsement thereon in Financial Dept.	(" " 933 d/ May 15th ")
Letter from the S. E. Fourth Circle	(" " 488 d/ Nov. 7th ")
D° ——— d°	(" " 537 W d/ Nov. 26th ")
D° ——— d°	(" " 569 d/ Decr. 14th ")

8

His Excellency the Governor in Council recognises the necessity for better means of communication with the

74/65

[illegible]

[illegible]

112[illegible]
98 0
10.5 5

Govt. of ~~(1883)~~ Madras.

PUBLIC WORKS.

15/11/84

Noted 657
Recd. 661 Encl.

G.O., 11 Jany 1884 No. 74

Road

Regarding Construct
of a to
connect the Koondah
with Ootacamund
Coonoor

47
4

74 pos
11-1-1884

7/2

[illegible] Regt