(1) பக்கங்களின் எண்ணிக்கை 48

(2) புதுக்கித் திருப்பிய நாள் .4.4.88

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

10/5/88

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P.WD துறை

அரசாணை எண். / மு. கோப்புத் தாள் எண். 1515 அச்சகம் / பலவகை

நாள் : 6.6.1887. 198 .

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

ஆவண. கா-1—18,006—15-6-87.

1515/1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads
Civil Works.

Read—the following papers :—

From Colonel J. BEATTY, R.E., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated Coimbatore, 5th April 1887, No. 166 E.W.

I have the honor to submit, herewith, the plans and estimates for the proposed new cart road from Salem to Yercaud; called for in G.O., No. 769 W., of 30th March 1885.

2. The information and surveys required for the preparation of the estimate have been gradually obtained, under the direction of the sub-divisional officers at Salem. They were begun by Mr. H. E. Clerk and completed by Mr. A. T. Mackenzie.

3. The line taken is the one traced by Captain H. Baily in 1873. It commences at 4 miles 5½ furlongs on the present road from Salem to Yercaud; its total length is 12 miles 6 furlongs and 645 feet; and it terminates in the road from Atur to Yercaud, near the Yercaud lake.

4. The report is accompanied by a sketch-map, and cross and longitudinal sections; from the latter it will be seen that the total lengths and gradients are as follow :—

Distances in feet.	Gradients.
883	1 in 16·82.
7,920	1 in 17·50.
51,636	1 in 18 to 1 in 21.
3,844	1 in 21·72 to 1 in 27·58.
3,682	1 in 38 to 1 in 160.
67,965 = 12 miies 6 furlongs and 645 feet,	

so that about 1¼ miles are about 1 in 17 to 1 in 17½; 9¾ miles vary from 1 in 18 to 1 in 21; and the remainder, 1⅞ miles, are at a still easier gradient.

5. The estimate provides for a clear width of roadway of 15 feet between the parapet and side drain, which is to be of one foot width; so that the total width allowed from the scarp to the parapet is 16 feet. A mean thickness of 7½ inches of metal is allowed, with a blinding of 2 inches of gravel.

6. It is a heavy estimate, nearly Rs. 18,784 a mile, which is due to the hill sides being specially rocky and steep, necessitating a very large expenditure on blasting and revetments.

7. The estimate also provides for tunnels, culverts and bridges for passing the drainage of the hill sides and carrying the road over some deep nullahs. I have provided what I consider a better design in the case of the bridge of two spans of 26½ feet, sheet No. 39, than that furnished by the Executive Engineer; but in other respects I have left the estimate as prepared by that officer unaltered; except as regards the rates, which I have examined and slightly revised.

8. The following are the principal rates entered in the estimate :—

Description.	Rates.		Remarks.
	Per	Amount.	
		RS. A. P.	
Earthwork	1,000 c.ft.	6 6 0	Rates now found necessary on the Coonoor ghât.
Blasting rock	100	11 1 9	
New rough stone work	,,	5 8 0	
Teakwood	C.ft.	5 0 0	
Metalling	100 c.ft.	3 1 0	*Vide* data accompanying.
Rough stone in chunam	...	18 0 0	
Concrete	...	15 0 0	
Wrought-iron work	lb.	0 5 0	
Rough stone slabs	C.ft.	0 12 0	

9. I think the estimate, as now submitted, will be found thoroughly reliable. As corrected in this office it amounts to Rs. 2,44,200.

10. The statement attached to this letter shows the nature and probable cost of the principal items of the estimate.

From the Superintending Engineer, IV Circle, dated 10th May 1887, No. 202 E.W.

Note by the Chief Engineer, Public Works Department.

The want of a good cart road to connect the Shevaroy plateau with Salem has long been felt by the planters and residents of Yercaud, but up to 1883 the Government considered the matter was one which should be settled between the planters and the Local Fund Board. The question was, however, revived during the tour made by His Excellency the late Governor in July 1883, and it was then promised * that the propriety of making a grant-in-aid from Provincial funds would be considered if the Local Fund Board were prepared to assist in the work.

No accurate estimate of the cost of the proposed road had been made, but it was approximately estimated at sums varying from Rs. 64,000 to Rs. 1,00,000.

2. It was at one time expected that the planters would give a substantial contribution towards the cost of the work, but in December 1883 † it was found that their subscription list had reached only the small figure of Rs. 2,505. The Local Fund Board then promised a contribution of Rs. 34,000 "on the understanding that Government will provide from Provincial funds the balance required to complete the work, and will place the expenditure under a special officer whose salary should also be borne by Provincial funds, and whose services should be continued, if possible, up to the completion of the work."

3. In paragraph 5 of G.O., No. 866 W., dated 31st March 1884, it was stated that, if in addition to the contribution of Rs. 34,000 promised by the Local Fund Board the planters and residents would undertake to contribute an equal sum, the Government would depute an officer to make an estimate of the cost of the road in detail; and with that estimate before them, would consider what aid could be given from Provincial funds.

4. In the President's letter printed with G.O., No. 769 W., dated 30th March 1885, it was reported that only Rs. 4,000 had been subscribed by the planters; and in their order thereon the Government called for a reliable estimate of the cost of the proposed road.

---

* G.O., No. 2858 W., dated 11th October 1883.

† *Vide* G.O., No. 866 W., dated 31st March 1884.

5. No special officer being available, the work necessary for the preparation of detailed estimates was commenced by the sub-divisional officer of Coimbatore district, and has now been completed by the divisional officer. The trace followed is that fixed in 1873.

6. The width of the road is 15 feet in the clear, and substantial parapet walls have been provided for, with metalling and gravelling throughout. The estimate amounts to Rs. 2,44,200, the largest items being revetments, blasting rock and parapet walls. This is at the rate of Rs. 18,784 a mile, a heavy rate necessitated by the sides being specially rocky and steep. The estimate has been examined and is approved, and it remains to be considered whether it shall be sanctioned, and if so, whether it shall be carried out wholly from Provincial funds, or jointly at the cost of Provincial and Local.

(Signed) J. O. HASTED, Colonel, R.E.,
Chief Engineer, P.W.D.

20th May 1887.

ORDER—dated 6th June 1887, No. 1515 W., Public Works.

The Government regret that financial considerations render it impossible to allot so large a sum as Rs. 2,44,200 from Provincial funds for the construction of a cart road from Salem to Yercaud. The conditional approval of the work, notified in G.O., No. 866 W., dated 31st March 1883, was given under the impression that it would not cost more than a lakh of rupees, and that two-thirds of that sum would be contributed by the District Board and the planters. In these circumstances, the project must be postponed for the present.

2. The plans and estimates will be forwarded, through the Local and Municipal Department, to the District Board, for inspection and return.

(True Extract.)

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

To the Superintending Engineer, IV Circle.
" Local and Municipal Department, with the plans and estimates.
" Financial Department.
" Newspapers.

Exd. P. L. Pereira.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of | 1887 | Madras.
PUBLIC WORKS.

Dated June, 6th.

Recd. *Encl.*

G.O., 6th June 1887, No. 1515 W.

JUNE.

Cart road from Salem to Yercaud

The project for the construction of a — to be postponed for the present.

P.W.D.

1515/3

Erratum

In line four of G.O. No 1516 W of 6 June 1887. —

For "31 March 1883"

Read "31 March 1884".

J.C.
23/6/87.

S. E. III Circle
Local & Municipal Dept
Fin. Dept.

Despd.
28/6/87

MADRAS RAILWAY.

PARCEL. 1573/4

Date 6-4-87

From Coimbatore

2316 **PAID** **12** **ANNAS.**

To Madras

(To be given to sender.)

This Ticket must be given up, when application is made for the delivery of the Parcel at the Station of destination.

S.AW.

1515/5

This "erratum" need
not be numbered.
It can be dated & issued under
Dir's signature as Under
Secy. & the office copy
can be stitched to
original G.O. No 1515 W
d/16.6.87 - Origl. & all
office copies of the G.O.
should be corrected.

Ch
24.6.87

H.C.

To W

Hon'ble Mr Hutchins
1.6.87

1575/6

Proposed Shevaroy ghat road.

Papers submitted for perusal with refce to notes by the Ch. Secy & members of Govt.

If approved, the "For orders" note will be read in the Pros. as a Ch. Engr's note, the portions bracketed being omitted, & a brief order will be drafted in terms of the Hons' notes, postponing the project.

1.6.87

approved

1/6/87

20-5-87

Current No 3650

To W 1515/7

for orders.

Cu
16.5.87

Under the Contract clause
the cost may be considered
[illegible] the £ [illegible]
[illegible] funds

JSa
16.5.87

To W

Note for orders
submitted for approval.

Cu
18.5.87

Please return
[illegible]

Public Works Department.

Current No. 2864

Letter No. 166 / E. W.

Dated the 5th April 1887

From the S. E. IV Circle

NOTE OF REMARKS.

1. The accompanying estimates with plans, levels, and surveys amounting to Rupees 2,44,200 provide for the proposed new Cart Road from Salem to Yercaud in the Salem District, called for in G.O. No 769W of 30th March 1885.

2. The estimate Rs 2,44,200, is divided as follows.—

Earthwork	Rupees	18,634.
Blasting rock	"	48,925.
Revetments	"	61,647
Parapet walls	"	26,062
Metalling	"	18,266.
Gravelling	"	1,598.
2 Tunnels of 1 vent of 1½ × 3/4 ft	"	50.
36 - Do of 2 vents of 1½ × 3/4 ft each	"	1,512.

carried over Rs 1,76,696.

26.4.87 [illegible]

Brought forward	Rs	176694
7 Tunnels of 3 Vents of 1½ × ¾ ft. each	"	406
309 Culverts of 1 Vent of ¾ × ½ ft. each	"	8,343
2 Do. of 2 Vents of 3 × 1½ ft. each	"	560
2 Do. of 2 Vents of 3 × 1 ft. each	"	536
1 Wooden bridge of 2 spans of 26½ ft. each	"	6,632
1 Do. - Do. of 1 span of 25 feet.	"	4,521
1 Do. - Do. of 3 spans of 24 ft. each	"	6,368
Clearing Jungle	"	2,600
Compensation for land	"	10,000
Sheds for stores and workmen	"	500
Contingencies at 5 percent	"	10,749
Petty supervision and work establishment at 7½ percent		16,291
Total Rupees		2,44,200

3. This road commences at 4 miles 5½ furlongs on the present road from Salem to Yercaud; its total length is 12 miles 6 furlongs, and 645 feet; and it terminates in the road from Attoor to Yercaud, near the Yercaud lake.

4. The width of roadway is 15 feet between the parapet and side drain, which is to be of one foot width; so that total width allowed from the scarp to the parapet is 16 feet. A thickness of 7 inches of metal and not 7½ inches as stated in S.E.'s letter is allowed in the estimate with a blinding of 2 inches of gravel. The longitudinal section of the road shows easy gradients.

5. The average cost per mile is nearly Rs 18784, which

which is due to the hill sides being specially rocky and steep, necessitating a very large expenditure on blasting and revetments.

6. The positions of tunnels culverts, and wooden bridges are marked on the survey plans and longitudinal sections as well as survey map sheet No. 42. The masonry of all culverts, tunnels and wooden bridges is to be built with rough stone in chunam, and culverts and tunnels covered with rough stone slabs. The scantlings of timbers of wooden trusses &c. &c. for bridges seem to be correct — please see sheet No. 39.

7. The report accompanying the estimate contains details of the construction of the road.

153/10

8. The waterways or flood levels are marked on the sections of bridges vide sheet Nos. 37 and 38.

9. As for rates a data list is submitted which explains the excess over the District rates as owing to exceptional circumstances of the ghaut work.

Budget Note
put up.
J.B.
XXI.4.87

Dt

C. No. 2864

P. W. Secretariat.

Note by Budget Section.

Work Proposed new cart road from Salem to Yercaud

Remarks and References.

1515/11

Fund Provincial

Service Head Communications...

Departmental Head Original Works

Amount of Estimate ... ... Rs. 2,44,200

Expenditure in previous year ... " 496

Allotment in ~~current year~~ 1886-87 ... ... " 500

Balance required to complete ... "

Total Rs. ...

Note of available funds.

An estimate amounting to Rs 2210 was sanctioned for the survey charges in connection with this road in G.O. No 1876 W dated 13th August 1885 and as a sum of Rs 496 was expended up to 1885-86, the balance f the estimate was appropriated for expenditure in during 1886-87 vide G.O. No 1594 W.d/23rd June 1886. The Supg. Engineer however surrendered Rs 1214 since and the ultimate grant for the work during 1886-87 was Rs 500 only.

Budget Clerk.

21/4

(1)

Note by Budget Section.

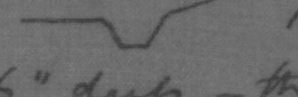
1575/12

Yerkaud Ghat New Road. { M F Feet
12 . 6 . 645
15 feet wide

Trace – The steepest gradient is 1 in 16.52 for a distance of 553 feet – while for 9 3/4 miles the gradient varies from 1 in 18 to 1 in 21 – As the road is to be metalled with 7 inches of broken stone, and a blinding of 2 inches of gravel, the trace seems very suitable for a cart road –

Culverts & Drains

I do not think any alternative line is necessary. Judging from what I saw on the present road line.

The road has a side drain  1 foot wide at top 6" at bottom and 6" deep – the size of this might well be increased, as leaves and other accumulations in the drain will soon reduce its sectional area –

In addition to the Culverts required for passing small hill streams; there are in each furlong 3 culverts 9" x 6" constructed on the general design shewn in plate No 35.

?

The Culverts for passing hill streams, have as a rule vents 9" deep 1'6" wide; the capacity required being gained by increasing the number of the vents – vide plate No 35

Where larger culverts are required the vents are 1'6" deep 3' wide vide plates No 40 & 41

With regard to these culverts it may be remarked vide plate No 40 that the FL is shewn dangerously near the road level; and it would therefore be advisable to increase the depth of the vents, and to hollow out the bed of the stream on the up stream side, so as to avoid the risk of the metal being washed away – The question of passing the drainage without running the risk of damage to the road, is of such vital importance; that it would be well to reconsider the design of the culverts, especially of those shewn in plate 40 –

A reference to the Survey Maps will shew the position of the Culverts of which two sections are given in plate 40, and it is evident that it will be economy to run no risk about the sufficiency of those culverts.

Road section.

The road has a clear width of 15 feet, with a parapet wall 1'6" x 1'6" the proposal is to put 9" of metal in the ~~cetre~~ centre of the road, reducing it to 6" at the sides – It would be better to make the road slope inwards towards the side drain –

Seems from the section that it does slope inwards as it should –

Bridges.

Plate No 38 The F L is identical with that of the flooring of the Bridges; and it is therefore not advisable to use trussed beams, as they obstruct the water way, and might be carried away by logs brought down by the stream –

The design shewn in plate No 39, for 2 spans of 26' 6" might with advantage be adopted for all the bridges – 10 feet headway seems sufficient to pass any country craft, however loaded –

Cont.

18,784 Rs a mile at first sight seems heavy, but when it is considered ~~that~~ 1,10,572 Rs are required under "Blasting Rock" and "Revetments" the total of Rs 2,44,200 does not seem excessive.

10,000 Rs are required under the head of compensation for land – The owners of the land will probably benefit more by the road than anyone else – but I suppose compensation will be demanded nevertheless –

There does not seem much chance of funds being available for this work for some time; as the planters on the Shevaroys do not seem inclined to assist in the work to any appreciable extent.

It is advisable however to have the whole scheme properly prepared; and I would suggest that the S.E. be asked to re-consider the subjects of "Drainage" & "Bridges" The whole success of the work will depend ~~on~~ mainly on the Culverts & drains being capable of doing the work required; and money laid out with this object will save much in "repairs" afterwards. The cutting back of the bed of a stream on the up stream side of a culvert, often saves the road; and when it is considered, how much silt, and boulders &c are brought down by very small streams, the culverts to pass them cannot well be too large.

26.4.87

I think the attention of the S.E. should be called to the plans of culverts in which the W.L. is shown above the crown of tunnel & he should be asked to consider whether the bed of the drainages should be cut down to prevent the water being headed up & damaging the road in heavy rain.

I think however the plans are intended to be general ones, & the designs would be altered to suit different localities.

I see nothing else to object to in the estimates & the rates based on those in force on the Coonoor ghaut should be accepted.

3/6/87

1515 W

0.26-4.87 R.6-6.87

Read the following papers

101

Superintending Engineer's Office 4th Circle.

Coimbatore, 5th April 1887.

No. 166/E.W.

1515/15

FROM,

COLONEL J. BEATTY R. E.,
SUPERINTENDING ENGINEER,
FOURTH CIRCLE.

TO,

The Chief Engineer
Public Works Department.

Enclosures. 56.
(Sent by rail, as per list attached)
1 Railway receipt.

SIR,

I have the honor to submit herewith the plans and estimates for the proposed new Cart Road from Salem to Yercaud, called for in G.O. No. 769 W. of 30th March 1885.

2 The information and surveys required for the preparation of the estimate have been gradually obtained, under the direction of the Subdivisional Officers at Salem. They were begun by Mr. H. E. Clerk, and completed by Mr. A. G. Mackenzie.

3 The line taken is the one traced by Captain H. Baily in 1873. It commences at 4 miles 5½ furlongs on the

the present road from Salem to Yercaud; its total length is 12 miles, 6 furlongs, and 645 feet; and it terminates in the road from Ahtur to Yercaud, near the Yercaud lake.

4 The Report is accompanied by a sketch map, and cross and longitudinal sections; from the latter it will be seen that the total lengths and gradients are as follow:—

Distances in feet	Gradients
883	1 in 16·82
7,920	1 in 17·50
51,636	1 in 18 to 1 in 21
3,844	1 in 21·72 to 1 in 27·58
3,682	1 in 38 to 1 in 160.
67,965 = 12 miles, 6 furls. and 645 feet	

so that about 1¼ miles are about 1 in 17 to 1 in 17½; 9¾ miles vary from 1 in 18 to 1 in 21; and the remainder, 1⅞ miles, are at a still easier gradient.

5 The estimate provides for a clear width of roadway of 15 feet between the parapet and side drain, which is to be of one foot width; so that the total width allowed from the scarp to the parapet is 16 feet. A mean thickness of 7½ inches of metal is allowed, with a blinding of 2 inches of gravel.

6 It is a heavy estimate, nearly Rs 18,784 a mile, which is due to the hill sides being specially rocky and steep, necessitating a very large expenditure on blasting and revetments.

7 The estimate also provides for tunnels culverts and bridges for passing the drainage of the hill sides and carrying the road over some deep nullahs. I have provided what I consider a better design in the case of the bridge of 2 spans of 26½ feet, sheet No. 39 than that furnished by the Executive Engineer; but in other respects I have left the estimate as prepared by that Officer unaltered; except as regards the rates

rates, which I have examined and slightly revised.

8. The following are the principal rates entered in the estimate:—

Description	Rate Per	Rate Amount	
Earthwork	1,000 cft	6 6 "	Rates now found necessary on the Coonoorghat.
Blasting rock	100	11 1 9	
New rough stone work	"	5 8 "	
Teak wood	c ft	5 " "	
Metalling	100 cft	3 1 "	Vide data accompanying.
Rough stone in chunam	"	18 " "	
Concrete	"	15 " "	
Wrought iron work	lb	" 5 "	
Rough stone slabs	c foot	" 12 "	

9. I think the estimate as now submitted a[illegible] and thoroughly reliable. As corrected in this office it amounts to Rs 2,44,200.

10. The statement attached to this letter shows the nature and probable cost of the principal items of the Estimate.

I have the honor to be
Sir
Your most obt servant

155/17

J. Beatty Colonel R.E.
Superintending Engineer
IV Circle

B. No 584 W 25. 2. 87
G.O. 260 W 3. 2. 87
" 1594 W 23. 6. 86
G.O. 1876 W 13. 8. 83 Orgl
" 769 W 30-3. 5 do
" 866 W 31. 3. 4 do
" 2858 W 11-10. 3
" 250 W 31-1. 2 ord
" 2662 W 22. 11. 0
" 2129 W 10. 9 0
B. No 1942 W 23. 4. 8
Mis No 1325 W 14. 3. 8
G.O. 693 W 4-9. 77
" 550 W 6. 8.
No 335 22. 2.
G.O. 428 15. 2. 75
" 1787 3. 7. 74
" 1647. 1. 6. 67
" 3416 26. 10. 66
" 964. 24. 3. 66
" 3164 21. 10. 65
" 2642. 9. 9. 65
" 1525. 5. 6. 65
" 3688. 23-12. 64
" 2242. 5. 8. 64
" 2144. 27. 7. 64
" 1892. 29. 6. 64
" 1229. 29. 4. 6
" 1105. 18. 4.
" 3093. 24. 10. 63
" 2805. 28. 9. 63
" 2066. 25. 7. 63
" 1392. 1. 6. 63
" 1336. 26. 5. 63
" 1186. 11. 5. 63
" 1123. 2. 5. 63
" 953. 18. 4. 63
" 711 - 21. 3. 63
" 457. 21. 2. 63
" 2420. 10. 10. 62
" 2369. 3. 10. 62

2078. 1. 9. 62
2017. 23. 8. 62
1903. 11. 8. 62
1834. 2. 8. 62
1768. 24. 7. 62
1752. 21. 7. 62
1586. 7. 7. 62
1562. 4. 7. 62
1349. 13. 6. 62
[illegible] 156. 24. 3. 62
G.O. W. 2302. 13. 12. 61
" 2153. 21. 11. 61
" 2010. 30. 10. 61
" 1966. 25. 10. 61
" 1957. 24. 10. 61.

a. 26. 4. 87 26. 6. 87

P.W. Cne 28.8.87

(1)

FROM

COLONEL J. BEATTY R. E.,
SUPERINTENDING ENGINEER,
FOURTH CIRCLE.

Dated: } 5th April 1887.
Recd: }

No. 166/E.W.

Enclo: ~~56~~ 59

Cart Road from Salem to Yercaud—

Submits an Estimate amounting to Rs 2,44,200 for the proposed new—

with plans

No. 202/E.W.

Sup. Engrs: Office, 4th Circle —
Camp Calicut 10th May 1887

1515/18

From

Colonel J. Beatty, R.E.,
Superintending Engineer,
Fourth Circle.

To

The Chief Engineer,
Public Works Department,

Enclosures 3
Plans returned

Sir,

In reply to your Memorandum × No. 71 D of 6th Instant, I have the honor to inform you that I have searched the sheets Nos: 35, 40 and 41 for any reference to "W.L." which I suppose would stand for "water level." But it is not expected that water should be headed up at these tunnels, at all.

2. In two of them Nos: 40 and 41, I observe F.L. or "formation level" is shown at top of the covering stones

stones. Formation level" is that level at which the metal, 7½ inches mean thickness, with a blinding of gravel would be laid.

3. The designs shown in sheet No 40, are intended to be built at 8 miles 6 furlongs, and 9 miles 7 furlongs, and 270 feet; but those shown in sheet No: 35, are a "general design"; and those in sheet No. 41, a "special design" for a culvert of 2 vents with "formation level", at top of the covering stones.

I have the honor to be,
Sir,
Your most obedt. servant

E. Beatty Col. R.E.,
Supg. Engineer 4th Circle.

1585/59

(13)

From W.C. No. 3650
Colonel J. Beatty R.E.
Supg. Engineer

To
The Chief Engineer
D. P. W.

Dated 10th }
Recd. 13 } May 1887.

No. 202 / E.W.
Enclo: 3. (+ plans)

Cart Road from Salem to Yercaud:-

Furnishing explanation in regard to the plans of the culverts on the ~~in which~~ "formation level" is shown, at top of the covering stones-

© 13-5-87. 1.6.6.87

papers copy [illegible]

C.A.W. 13/5/87

Read the following :— 158/20

From the Supdg. Engineer, IV Circle No. 166 E.W., dated 5th April 1887
 — Do — — do — 202 E.W. " 10th May 1887

Submitting plans and estimates amounting to Rs. 2,44,200 for constructing a cart road from Salem to Yercaud.

125

~~FOR ORDERS.~~
Note by the Ch. Engr. P.W.D.

The want of a good cart road to connect the Shevaroy plateau with Salem has long been felt by the planters & residents of Yercaud, but up to 1883, the Government considered the matter was one which should be settled between the planters and the Local Fund Board. The question was, however, revived during the tour made by H.E. the late Governor in July 1883, and it was then promised* that the propriety of making a grant in aid from Provincial funds would

*G.O. No. 2858 W. of 11-10-83.

Government called for a reliable

51

would be considered if the Local Fund Board were prepared to assist in the work.

No accurate estimate of the cost of the proposed road has been made, but it was approximately estimated at sums varying from Rs 64,000 to Rs 100000.

It was at one time expected that the planters would give a substantial contribution towards the cost of the work, but in December 1883 it was found that their subscription list had reached only the small figure of Rs 2505. The Local Fund Board then promised a contribution of Rs 34,000 "on the "understanding that Govt. "will provide from Provincial "funds the balance required "to complete the work, and "will place the expenditure under

*Vide G.O. No 866W of 31.3.84

W 13-5-87. 6-6-87

1315

1515/21

116

"under a special officer whose "salary should also be borne by "Provincial funds, and whose "services should be continued, "if possible, up to the completion "of the work".

In para 5 of G.O. No 866W dated 31st March 1884, it was stated that if in addition to the contribution of Rs 34000 promised by the L. F. Board, the planters and residents would undertake to contribute an equal sum, the Government would depute an officer to make an estimate of the cost of the road in detail, and with that estimate before them, would consider what aid could be given from Provincial funds.

In the President's letter printed with G.O. No 769W, dated 30th March 1885, it was reported that only Rs 4000 had been subscribed by the Planters, and in their order thereon, the Government called for a reliable

liable estimate of the cost of the proposed road.

No special officer being available, the work necessary for the preparation of detailed estimate was commenced by the Sub-Divisional officer of Coimbatore District, and has now been completed by the Divisional officer. The trace followed is that fixed in 1873 ~~& agrees generally with the existing bridle path~~. The width of the road is 15 feet in the clear, and substantial parapet walls have been provided for, with metalling and gravelling throughout. The estimate amounts to Rs 2,-4,200, [illegible]e largest items being Revetments, Blasting rock and parapet walls – This is at the rate of Rs 18784 a mile, a heavy [illegible]te necessitated by the sides b[illegible]ng specially rocky and steep. The estimate has been examined and is approved, and it remains

Not a [illegible]
Straight [illegible] a di[illegible]
line. [illegible]
point, but [illegible]

remains to be considered whether it shall be sanctioned, and if so, whether it shall be carried out wholly from Provincial funds, or jointly at the cost of Provincial and Local. ~~In this connection, attention is solicited to the remarks of the Hon'ble H. E. Sullivan in the "For Orders" sheet attached to G.O. No 769 W dated 30th March 1885.~~

~~So far as the P.W. Budget is concerned, there is no prospect of Provincial funds being available for the work in the immediate future~~

I do not find any of the G.O.s quoted put up but on the facts set out I have no difficulty in arriving at the conclusion suggested in the Chief Secy's note. The work seems wholly out of the question if it is to cost 2½ lakhs

24 May

I have since found the papers – they had slipped out of this bulky bundle. The hesitating ~~&~~ and the conditional approval of the work was given under the impression that it wd not cost over a lakh & that $\frac{2}{3}$ wd be found by the Dist. Bd & Residents. I see no reason to modify what I have said above

24 May

Financial reasons make it impossible to make such a grant so there is an end of it. The Local Board might have an opportunity of seeing the plans & estimates.

If the place is steadily going down it is not improbable that the want of a cart road is one of the chief reasons for the deterioration. I cannot imagine a better method of opening up a hilly tract than the formation of such a good road. What wd have been the state of the Nilgiris if we had waited until the District Board & the Planters had subscribed half the amount required for the Coonoor, Kotagiri,

Jo
20/5/87

EW

I submit that it would be quite unjustifiable to hold out any hope of so large a sum being allotted from Provincial funds for this work. The importance of the Shevaroys at their most prosperous period would not warrant the expenditure of 2½ lakhs either from Provl. or local funds, & the place is steadily going down. The District

Board would do it if they would & I feel sure would do it if they could contribute even a moiety, and the planters the parties most interested in the work have been unwilling to subscribe a fair share of the cost, though loud enough in clamour for it. It is almost a pity that so much trouble has been expended in framing a detailed estimate, but perhaps it will not be thrown away if it satisfies all concerned as to the hopelessness of the project.

H. C.
21/5

and Gudalur Ghats? Such works as the Shevaroy Ghat road have strong claims on Provincial Revenues.

C. A. L.
30/5

O. S. 19.5
C. S. 20.5.87
Cr. 21.5.87
R. C. 31.5.87

~~For Orders~~

Note by the Ch. E. P.W.D.

No. 1515 W

B & R works

PUBLIC WORKS DEPARTMENT.

A

1575/23

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 6th June 1887

READ the following

From the S. E. IV Circle H. S. No. 166 E. W. d/ 5. 4. 87.
" " 4 do " " 202 E. W. d/ 10. 5. 87.
Note by the Ch. Engr. P.W.D. d/ 20. 5. 87.

8

The Govt. regret that financial considerations render it impossible to allot so large a sum as Rs 2,44,200 from Provincial funds for the construction of a cart road from Salem to Yercaud. The conditional approval of the works, notified in G.O. No. 866 W dated

31 March 1884, was given under the impression that it would not cost more than a lakh of Rupees, and that two-thirds of that sum would be contributed by the District Board and the planters. In these circumstances, the project must be postponed for the present.

2. The plans and estimates will be forwarded, through the Local & Municipal Dept, to the District Board, for inspection and return:

6.6.87

11.6.87

13/6/87

To the S. E. IV Circle

" Local & Municl Dept with the plans & estimates [illegible]

" Financial Dept.

" News

1575/24

3650 d

Govt. of {1887} Madras.

PUBLIC WORKS.

Dated 7/6/87

Recd. Encl.

G.O., 6th June 1887, No. 1515 W

Cart road from Salem to Yercaud

=

The project for the construction of a — to be postponed for the present.

80/6

En. 7/1 Jly 96.