

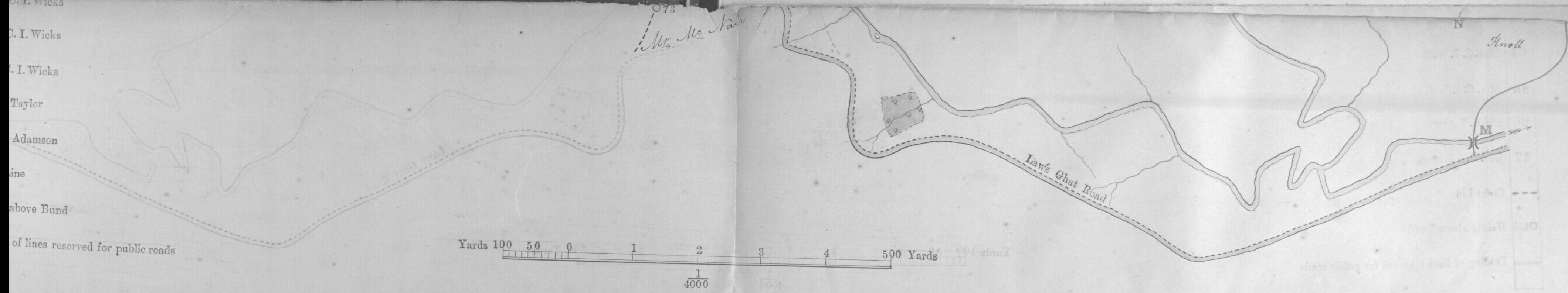
TRACING
OF A PORTION
OF
COAKER'S MAP OF
KODAIKANAL
WITH WASTE LAND BLOCKS
RECENTLY SURVEYED ON BOTH SIDES
OF VILPATTI ROAD



Nos	REFERENCE.
33	Mr. Pole
33x1	Colonel Pennycuik R. E.
34	Mr. T. Scott
52	Rev. H. Schaffter
54	Mr. T. A. Paczensky
59	Mr. D. Mc Nair
60	Mr. T. A. Paczensky
7	Rev. V. W. Henshaw

Not Surveyed under the Waste Land Rules
by Madras Survey

applied for by Mr. & Mrs. Starr



C. I. Wicks
 C. I. Wicks
 Taylor
 Adamson
 ine
 above Bund

of lines reserved for public roads

Copied by. *[Signature]*

Compared by. *[Signature]*

[Signature]
 18.6.87

[Signature]

Deputy Supt No 3 Party Madras Survey



Proceedings of the Board of Revenue
(Land Revenue),

Dated 9th July 1887.

No. 1212 Routine.

READ — the following letter from the Collector of Madras
dated 28th June 1887, Circular No. 261.

With reference to the Board's Proceedings
dated 1st Instant, No. 1066, Miscellaneous, I have
the honor to forward herewith two copies of the
sketch therein referred to, one for the use of the
Board and the other for submission to Govern-
ment and to state that a copy has been
sent to the Superintending Engineer, 6th circle.

2. I regret the delay which has occurred owing
to the receipt of the maps from the Deputy Superin-
tendent of Revenue Survey only yesterday.

Resolution.

One of the two copies of the map received with the
above letter is herewith submitted to Government
with reference to G.O. dated 11th May 1887, No. 2702.

(True^{copy and} Extract)

M. M. M.
Ag Secretary.

To the Secretary to Government R.D. with sketch.
Copy to the Collector of Madras.

E. 3
PH 5744/57

Per: 5379/87

S.P.

PROCEEDINGS OF THE BOARD OF REVENUE.

READ—again the following Proceedings of the Board of Revenue, dated 19th November 1886, Mis. No. 8600:—

Read—the following letter from E. TURNER, Esq., Collector of Madura, to the Secretary to the Board of Revenue, dated Tirumangalam, 14th November 1886, Circular No. 214:—

I have the honor to submit, for the favorable consideration of the Board, a scheme by which it is proposed to guard against roadway and waterway being blocked up by private rights in Kodaikánal in the Palni hills.

2. The growing importance of Kodaikánal as a sanitarium has created such a competition for land that the consideration of the subject cannot any longer be conveniently postponed.

3. An idea of the increasing demand for land in Kodaikánal for building, &c., purposes may be gathered from the fact that only quite recently twenty-four lots of land on both sides of the road to Vilputty as shown in the enclosed sketch measuring 180 acres have been applied for and are in course of being taken up for building purposes. Several other applications are pending disposal.

4. The Senior Member of the Board of Revenue, while on special duty in this district, was so much impressed with the necessity for the measure that he called my attention to it. I had an opportunity of conferring with him on the spot and discussing the subject. The proposals contained in the enclosed memorandum which were drawn up by him in the light of my suggestions, offer a practical solution of the difficulty.

5. It will be seen that the road marked in red ink E D C F G, &c., which it is proposed to lay down at 1 in 19, while it connects the existing main lines of communication in the settlement, runs through the ground which has been recently selected for building sites, beyond which there is no likelihood of the settlement extending further at present.

6. The laying out of the road tends, in some measure, to (though it does not necessitate) the formation of a lake marked in the sketch, around which another road is to be carried. These are sufficiently described in the enclosed memorandum.

7. Both these roads, while they serve the primary purpose of preserving the main lines of communication against private encroachment, will also be excellent drives.

8. I do not think the formation of the lake will interfere prejudicially with cultivation lower down the course of the river, Parappar, while it will prevent the waters from being blocked up by private rights at a place where it is very necessary to guard against such encroachment.

9. I estimate the length of both these roads at not more than ten miles.

10. For taking accurate levels, for survey, marking out the roads and preparing an estimate of the work to be done, a staff should be appointed. I should think that an experienced overseer on a salary of Rs. 100 per mensem with five lascars at Rs. 10 each will suffice. The work will not, at the utmost, occupy more than three months, and I reckon the maximum cost of the work in the direction above indicated at not more than Rs. 500.

11. If early sanction is accorded to the proposal, the preliminary operations may be commenced in the beginning of January next, and with personal attention on my part, and with the aid of the deputy tahsildar on the spot, I can hope to complete the work as early as possible with the minimum cost.

12. The Senior Member of the Board, who is so well acquainted with the subject, will, I hope, give further information on the subject, if necessary.

ENCLOSURE No. 1.

Memorandum.

A is the site proposed for the bund of a new lake. Piles of stones will be found on both sides of the stream which show the height of the bund *approximately*, but the exact height should be determined as follows.

B is the corner of the forest reserve. There is a forest post there; it is just below a pool with a precipitous rock on the opposite or left side of the stream, if you face down-stream. B should be taken as the starting point. B should be close to the corner forest post and 6 feet above the water level. From B an exactly *level* road trace should be run down the valley on both sides till the two traces meet at A and give the level of the top of the bund. This road is marked on the map by guess in red ink. The overflow of the lake should be 6 feet below the top of the bund. The road round the lake will thus stand all round just 6 feet free of the water. This will allow of the road being dry and firm, not swamped or rotten in places as the road round the old lake is from being too near the water-level, especially in rainy weather when the lake rises a foot or so.

A rough stone bridge will be required at B eventually.

The next fixed point is C. This is the lowest walkable ground on the top of the precipitous rock above mentioned. From C, the trace should be run down to D at 1 in 19, which is the same incline as Law's ghât, *not* steeper. The stream crossed at a level over a rough stone bridge at D, and the trace continued downwards at 1 in 19 till it cuts into the level road round the lake.

The next fixed point is E. This should be the point at which the Pumbari road reaches the crest of the saddle. From E the trace should be run downwards at a uniform 1 in 19, *not* more. There will thus be a continuous drive from E by D to C and so on.

From C a *uniform* incline should be taken to F. What the incline will be must be ascertained by trial shots. I should guess it at probably 1 in 50 or 60 upwards to F. F is the *saddle* about 20 yards by memory, more or less, short of the highest point of the Vilputty road.

From F the line should be run at nearly a level to the saddle at G, and at the lowest point of that saddle be continued in two directions H and I, both upwards at a uniform incline of 1 in 19, till they bring you to the top.

From J or the entrance to Colonel Pennycuik's house, and so as not to injure that entrance, a line nearly level should be run to K, the lowest point of the saddle, and crossing the saddle at K be taken downwards in the direction L at a uniform incline of 1 in 19 till it cuts into the level road round the lake and thus conducts a carriage by J K L to A.

From A a line A O should be taken upwards at a uniform rise of 1 in 19 till it cuts into the line C F G. This line A O will probably cut in somewhere between F and G, but wherever it cuts in, it should not be made steeper than 1 in 19, and 1 in 19 will, probably, be the better than any less gradient for opening out all the lower building sites.

From these main lines private lines can be taken off to purchased building sites.

Connection with Law's ghât should also be secured by the line M N A.

The stream from the Kodáikanal old lake being crossed by a bridge at M, M should be placed at the head of the shallow water, above the fall and cattle ford, and just at the tail of the last little still water, where Law's ghât is some 6 or 8 feet above the ordinary water-level. Being carried across at a level with Law's ghât at this point, it should turn as indicated in the plan and rising at 1 in 19 or less, *not* more, be made to hit the saddle N. This can easily be done by clinging to the knoll or going a little up the valley as may be found necessary. From A to N downwards at *not* more than 1 in 19, the line should be humoured at the most uniform and easy gradient possible.

The lake will block the present Vilputty road. The road can be diverted at F, and take the new line when the lake is made or it can be kept open if necessary by a stone bridge estimated to cost Rs. 500, the lake being narrow at that point.

As the owner of site 54 gives up some of his land for the lake, he would seem entitled in return either to a bridge on the line of the Vilputty road or to a new approach P Q, whichever he may prefer, the cost being borne by the constructors of the lake.

ENCLOSURE No. 2.—Sketch.

Resolution—dated 19th November 1886, Mis. No. 8600.

Submitted for the favorable and early orders of Government.

2. The object of the wider level road is manifold; it serves to indicate and secure the land necessary for the eventual formation of a lake; it opens out access to all the lower-sites, at the same time that it is a connecting link with and economizes the length of higher roads.

3. The eventual formation of a lake will be a great addition to the cantonment and enhance the value of sites, but its immediate construction is no part of the present scheme, which aims only at preventing by forethought obstructions of a character which at Ootacamund were found most expensive to remove afterwards.

4. The sites may all be commanded by an excellent supply of drinking water from the stream which goes down the Vilputty valley if the Collector takes the same opportunity of securing a way for it to be laid on and preventing its monopoly.

5. The Board's First Member fully endorses the Collector's view that the formation of a lake will in no way interfere with irrigation in the plains; it will only tend to equalize the supply and that too to such a minor extent as to be inappreciable.

(True Copies and Extract.)

(Signed) M. HAMMICK,
Acting Secretary.

To the Secretary to Government, Revenue Department,
with letter, memorandum and sketch.

Copy to the Collector of Madura.

READ—also the following G.O., dated 20th December 1886, Mis. No. 7683, Revenue:—

Read—the following memorandum from the Public Works Department, dated 8th December 1886, No. 4353 C.:—

In returning the papers received with Revenue department endorsement, No. 7068, dated 22nd November 1886, the

* No. 90 E.W., dated 29th November 1886. undersigned has the honor to forward copy of a note * on the subject by Lieutenant-Colonel Pennycuik, Chief Engineer for Irrigation, and late Superintending Engineer, VI Circle, whose remarks are concurred in by this department.

2. The suggestion made by Lieutenant-Colonel Pennycuik that an overseer of the regular establishment should be entrusted with the preparation of the survey and estimate desired by Mr. Turner is not practicable at present, as no member of the regular Public Works establishment can be spared for the duty. The question of providing funds for the establishment proposed in paragraph 10 of Mr. Turner's letter appears one for consideration in the Financial department.

Order—dated 20th December 1886, Mis. No. 7683, Revenue.

Communicated to the Board of Revenue with the note of the Chief Engineer for Irrigation, with the request that they will consider the modifications suggested in Colonel Pennycuik's note with regard to the scheme for laying out roads round the Parappar river and report further on the subject.

2. In the meantime the question of providing funds for the establishment proposed by Mr. Turner in paragraph 10 of his letter will be referred to the Financial department for consideration.

(True Extract.)

(Signed) J. F. PRICE,
Ag. Secretary to Government.

To the Board of Revenue, with two enclosures returned,
in original, and copy of note.

" Financial Department.
" Public Works Department.

ENCLOSURE.

Note by the Chief Engineer for Irrigation, No. 90 E.W.

I entirely agree with Mr. Turner as to the necessity of some such scheme as that sketched out in these papers, and to the general outline of the scheme there is no exception to be taken.

2. The construction of the proposed lake will not interfere with irrigation, such effect as it will have (which will be very small) will be beneficial rather than otherwise, provided proper provision is made for the discharge of surplus water.

3. I am, however, inclined to doubt whether the cost of construction of the proposed lake will not be prohibitory without more aid from Government than is likely to be forthcoming. I have no information as to the difference of level between the bed of the stream at A and B, nor do any levels appear to have been taken, but I should doubt its being less than 50 feet, and the construction of a bund of this height, with no suitable place for a detached escape, will be a somewhat serious matter needing great care and attention; moreover the cost of the land submerged will be considerable; nearly the whole of that on the right bank of the stream and a considerable portion of that on the left bank being already in private hands. It is not to be expected, as apparently contemplated in Mr. Turner's memorandum, that the owner of No. 54 will give up the land for no other compensation than a new approach to the Vilputty road, or that the owners of Nos. 33, 34 and 52 will give up their land without any compensation at all.

4. The formation of the lake is however quite independent of the laying out of the system of roads proposed, and the latter can be carried out without reference to the former. One or two modifications of this scheme seem desirable.

5. It is not clear what is gained by constructing two bridges at B and D within 200 yards of one another; it would be better to run the road as shown by the dotted line from B to D, omit the portion B T, and have a single bridge at D.

6. The line J K L might also be omitted with advantage, as it will be of very little use, there being another line but a trifle longer from L to E by the right bank of the new lake and the Vilputty road, while its cost would be considerable, as it would cut off and render absolutely valueless the trapezoidal portion J R S K belonging to Colonel Pennyquick, which the owner would probably refuse to allow without full compensation.

7. The "lakeside" roads would be expensive, as even if the lake were not formed the ground between the roads and the Parappur river would be cut off from the remainder of other owner's property, and compensation for this land as well as for the right of way would have to be paid.

8. Altogether I imagine the scheme will be found a much more expensive one than Mr. Turner seems to expect, but it is certainly very desirable that an accurate estimate should be made of its cost, and the establishment proposed in paragraph 10 of Mr. Turner's letter appears suitable, and should be able to do the work in three months. It would, however, be better to entrust the work to an overseer from the regular establishment, if one could be spared rather than to a surveyor; the cost would be about the same.

CHEPAUK,
29th November 1886.

(Signed) J. PENNYQUICK, Lieut.-Col., R.E.,
Offg. Chief Engineer for Irrigation.

READ—also the following G.O., dated 12th February 1887, Mis. No. 946, Revenue:—

Read—the following Proceedings of the Financial department, dated 7th February 1887, Mis. No. 182, on Proceedings of the Revenue department, dated 20th December 1886, No. 7683, communicating to the Board of Revenue note by the Chief Engineer for Irrigation on the subject of guarding against roadway and waterway being blocked up by private rights in Kodaikānal, Palni hills, and referring to Financial department the question of funds for the establishment proposed by Mr. Turner.

The work should be undertaken at the cost of the Public Works department, who will consider the question of an allotment of funds.

Order—dated 12th February 1887, Mis. No. 946, Revenue.

Communicated to the Board of Revenue. The further report called for in paragraph 1 of G.O., Mis. No. 7683, dated 20th December 1886, is awaited.

(True Extract.)

(Signed) J. F. PRICE,
Ag. Secretary to Government.

To the Board of Revenue, with two maps.

RESOLUTION—dated 31st March 1887, No. 664.

The primary object of the scheme being to trace and secure such lines as will eventually suffice to form sufficient connecting routes to publicly open out all sites, the Board do not think it will be well to omit the portion B T as suggested by the Chief Engineer for Irrigation.

2. Doubtless the compromise suggested by him might well serve for a time and should be the first to be opened out, but the part proposed to be omitted will lead to a different set of sites and will certainly be required eventually. It should therefore, in the Board's opinion, be traced with a view to its retention being thus made a possibility.

3. Similarly the line J K L may well be retained on paper, because it is a more direct line than L E, and the time will probably come when it may be worth while to give full compensation for its acquisition, or the then owner may himself consider it a sufficient advantage to the rest of that property to give up the right of road without compensation. At the same time the alternative line L E should also be traced.

4. It is believed that there will not be such a demand for compensation as the Chief Engineer for Irrigation fears, and that if the lines are traced *at once*, before the owners of sites have committed themselves to expenditure in laying out their properties, the enhancement of the value of their building sites resulting from good means of access, and from others being thereby induced to build near them, will operate to induce the majority to surrender a right of road without compensation. But even if the worst fears are realised the compensation likely to be asked at this date will be out of all comparison lighter than if the scheme is delayed, and we have repeated on the Palnis the want of prescience that at Ootacamund has necessitated such heavy expenditure in redeeming at a later date what had better have been secured earlier.

5. The formation of the lake, though not an immediately pressing necessity, will it is thought add much to the value of the position and the possibility of constructing it hereafter should be secured and its site indicated by the tracings taken to the site and level of the proposed embankment at A.

(True Copies and Extract.)

(Signed) M. HAMMICK,
Acting Secretary.

To the Secretary to Government, Revenue Department.

Copy to the Collector of Madura, with sketch and road map, returned.

Exd. W. J. Lewis.

REVENUE DEPARTMENT.

1887.

Board of Revenue,
MADRAS.

Printed April 18th.

Proceedings, 31st March 1887, No. 664.

Submitting further remarks, with reference to the note by the Chief Engineer for Irrigation, on the subject of guarding against roadway and waterway being blocked up by private rights in Kodaikānal, Palni hills, Madura district.

*Requester sent for
more copies: 16/8/87
Received 18/8/87
S. 1
P.W. 5744/87*



REVENUE DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following:—

- (1) Proceedings of the Board of Revenue No 664 dt 31-3-87; and
- (2) Pro: Board of Revenue (Land Revenue) dt 9 July 1887, No 1212 Routine.

Order thereon: No 4190 dt 19.7.87

Transferred to the Public Works Department with reference to G.O. dated 11th May 1887, No 2702 Mis. Rev., together with a copy of the plan referred to therein.

*31.3.1887
1-6-87 at
Madras-*

(True extract)

Indrakeshwar
Ag. Secy. to Govt.

*To the Govt.
with the map.*

16

In 2309 C. 9. 7. 87.
 B. In 1475 W. 1. 6. 87.
 G. 6. 578 W. 25. 2. 87
 B. In 1946 W. 21. 7. 87
 In 1847 C. 2. 6. 87
 B. In 1101 W. 21. 4. 87
 G. 6. 578 W. 25. 2. 87
 In 474 C. 9. 2. 87
 " 335 C. 28. 5. 87.
 " 2059 C. 18. 6. 87.

P.W.C. No 57440

No 2229 W dated 20. ^{August} 1887

B
 Communicated to
 the I. E. VI circle in
 continuation of 80.
 In 1475 W & 1st June
 1887.

Received 23. 7. 1887.

Encl. 3

(+ 1 delay)

R 28. 7. 87

No 2229 W dated 20. ^{August} 1887

MCM
 15. 5. 87

J. C.
 10. 6. 87.

I. E. VI circle 20/8

copies of letter from Rev. Mr. Thomas
 to the I. E. VI circle - 1 copy to be retained
 with the file.

159. 11
 23. 7. 87
 27. 7. 87
 13. 8. 87
 29. 7. 87
 15. 8. 87
 25. 7. 87
 29. 7. 87

with order