

- (1) பக்கங்களின் எண்ணிக்கை 24
 (2) புதுக்கித் திருப்பிய நாள் 5.7.88
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 602

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

மேலதரம்துறை

அரசாணை எண். 2122-W அச்சகம்
 மு. கோப்புத் தாள் எண். பலவகை

நாள் : 13.7.1888 198

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

சென்.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—again the following paper :—

G.O., dated 19th July 1887, Mis. No. 4190, Revenue.

READ—also the following papers :—

G.O., dated 21st June 1888, No. 3605, Revenue.

Read—the following letter from J. W. RUNDALL, Esq., M.I.C.E., Superintending Engineer, VI Circle, to the Chief Engineer, Public Works Department, dated Tanjore, 4th May 1888, No. 148 M.D.

I have the honor, with reference to G.O., No. 578 W. of the 25th February 1887, to forward, herewith, a report by the Executive Engineer, Madura District, regarding the proposed roads in Kodaikānal, together with an estimate of Rs. 15,790 for constructing the same, together with the surveys and other papers connected therewith.

2. As I have not been at Kodaikānal for several years, I am not able to speak from personal knowledge as to whether the proposals are the best which can be made, but there can be no doubt that a general scheme of roads, as now laid out, is essential in the case of a station which is rapidly extending and growing in importance.

3. The Executive Engineer's report, as to the considerations which have guided him in laying out the roads and fixing the site of the bridge, is clear.

4. The Executive Engineer advises the abandonment of any idea to construct the lake on the Parappar, and in my opinion his arguments are conclusive against its formation.

5. Mr. Hughes states that if the construction of the lake be abandoned considerable improvement can be effected in laying out the roads now estimated for.

6. I beg to send on the papers as received for orders: (1) regarding the lake and (2) the general question of the construction of the roads and the amount which the Government are willing to spend for this service.

7. Considering that all properties on these hills will be improved by the construction of a general system of roads, but more particularly those through which the roads will be carried, it is to be hoped that the extravagant demands for compensation will not be made.

ENCLOSURE.

Report to accompany estimate for roads at Kodaikanal—amount of estimate Rs. 15,790.

In G.O., No. 578 W., dated 25th February 1887, orders have been given to submit an estimate for carrying out the Collector's proposals for the construction of a lake and for roads following generally the directions laid down on the map.

If a lake is to be made, no more suitable level could be selected than that chosen by Mr. Turner. If the level were lowered, the greater part of the land between the head of the lake and the Vilputty road would be turned into a mere swamp. Taking, therefore, the foot of the forest reserve post at B as the full supply level of the lake, and allowing a margin of 6 feet, an estimate has been made for the roads and dam. The practicability of constructing the dam and its probable cost are discussed in a separate note, from which it will be seen that the cost would be out of all proportion to the benefits which the strongest advocates for the lake could expect from its construction. The objections to making a lake are—

1st.—That the site of it would occupy some 60 acres of land, much of which is capable of profitable cultivation and scarcely any of which could be obtained without the payment of heavy compensation.

2nd.—The excessive cost of the dam.

3rd.—That the formation of the lake would destroy the only supply of good water within any reasonable distance of the hills surrounding the basin of the lake.

4th.—That persons living on the hills to the north of the lake might fairly expect Government to pay the cost of leading a supply of good water along the hill side from the upper part of the Parappar.

It is strongly recommended that the idea of forming a lake be definitely abandoned. If this be done the provisions of the present estimate can be considerably improved and whatever money is available for the improvement of the settlement laid out to more advantage.

For convenience of reference the roads surveyed are indicated by the same letters as the approximate lines shown on the map originally submitted to Government.

The surface width allowed is everywhere 15 feet (including side drains), this being considered the smallest space in which carriages can safely pass one another.

The objections to making a road from B to D and bridging the river at the latter place are stronger than anticipated by the Chief Engineer for Irrigation (*vide* his note published with G.O., No. 578 W., dated 25th February 1887), as between B and D there would be heavy cutting and on the other side of the river the road for a considerable distance would have to be carried over steep sheet rock to blast, which would involve considerable expense. The line has therefore been abandoned in favor of the alternative line from B to X suggested by Colonel Peacock.

The position of the proposed bridge at B has been shifted about 200 feet further down stream, as a bridge at B would have to be much longer and more expensive. The site would be also inconvenient in other respects.

The change of site has the advantage also of saving a good deal of rock-cutting for the roads.

In the expectation that Government will decide against making the lake, a bridge over the Parappar on the Vilputty road has been allowed for in the estimate. It is intended, if suitable stone is obtained from the road cutting, to make this bridge and that at point M on Law's ghât of dry stone and of a similar description to the bridge over the same river about a mile below Shemlaganoor.

If there is to be no lake, there seems no object in making the southern road B A, as from B to the Vilputty road the proposed line B E and the Vilputty road which can be widened at a slight cost will afford all the accommodation required in the neighbourhood; and from the Vilputty road to A, the hill sides are too steep to build on; and unless the Parappar is bridged at A, the road would be of no use to the general public. Even with a bridge it would be of but little use.

The northern road B A has been taken across the end of, and not round, plot No. 54. This saves 1,800 feet in length.

The quantities are given separately for the different roads so that any not approved may be readily struck out of the estimate.

It is recommended that a large discretion may be allowed in laying out the roads, so that building sites may be injured as little as possible. It will be seen from the map that some of the roads go almost through the middle of properties. By slight alterations of level this may to some extent be avoided and the roads taken higher or lower as is found most convenient to the owners of the properties.

Compensation has been allowed for the full width of the roads where they pass through private property at the highest prevailing rates, but there is reason to expect that many of the owners will give the whole or part of the land required gratis.

26th March 1888.

(Signed) W. HUGHES,
Executive Engineer, Madura Division.

No. 178 D.

MEMORANDUM.

Forwarded to the Revenue Department with reference to the correspondence marginally noted and with an expression of opinion in the Public Works Department that the proposal to construct a lake should be abandoned.

Public Works Department G.O. No. 578 W.,
dated 25th February 1887.
Revenue Board's Proceedings, No. 664, dated
31st March 1887.

2. The general scheme of the roads is approved in the Public Works Department; but if the opinion in para. 1 is accepted, steps will be taken to have the estimates revised in consultation with the Collector, as the Executive Engineer, Madura Division, considers that the alignment of the roads can then be materially improved.

3. The estimate does not provide for land compensation.

OOTACAMUND,
15th May 1888.

(Signed) J. O. HASTED, Colonel, R.E.,
Secy. to Govt., P.W.D.

Order—dated 21st June 1888, No. 3605, Revenue.

The Government consider that the proposal to construct a lake should be abandoned.

2. With reference to para. 2 of the memorandum read above, the papers will be retransmitted to the Public Works Department in view to the requisite action being taken.

(True Extract.)

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

ORDER—dated 13th July 1888, No. 2122 W., Public Works.

Communicated to the Superintending Engineer, VI Circle, who will, in communication with the Collector, have the scheme of roads revised and estimated for on an improved alignment as suggested by the Executive Engineer.

(True Extract.)

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

To the Superintending Engineer, VI Circle, with enclosures.
" Revenue Department.
" Financial "

Exd. S. J. Pereira.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Gobt. of (1888) Madras
PUBLIC WORKS.

Dated July, 13th.

Recd.

Encl.

G.O., 13th July 1888, No. 2122 W.

JULY.

Roads in Kodaikanal

Orders on Proceedings of the Revenue Department directing the abandonment of the proposal to construct a lake at Kodaikanal, and retransmitting papers relative to the construction of the proposed —, Palni Hills, Madura District.

Forward to Rev. Secy, and
state that in the opinion
of this Secy, the proposal
to construct a lake should
be abandoned —

The general scheme of the
roads is approved, and if
the opinion in para 1 is
accepted, steps will be
taken to revise the estimates
in accordance with the
improved arrangements for
the roads suggested by the
Rev. Secy. Madura Division.
The estimate does not
provide for any compensation
for land taken up.

W. W. W.
11.5.88

Public Works Department.

Current No. 4276

Letter No. 148 M.D.

Dated 4th May 1888

From the Supy. Engr. 6th Circle

W. W. W.
11.5.88

See remarks at
back.
NOTE OF REMARKS.

The estimate under
revision amounting
to Rs. 5,790 provided
for constructing a
system of roads and
bridges at Kodaikanal
and the Palni Hills.

The estimate was
called for in G.O.
No. 378 W. of 25th
Feb. 1887 by which
an estimate for
the formation of
a lake was also
required, but it
is explained in
this report and
in the Supy. Engr.
letter that the

The lake would be
a very costly under-
taking having many
difficulties in the
way of its construction.
The Engr. Major Thompson
advises the abandonment
of any idea of
constructing the lake
in which opinion
the Super. Engineer
concurs.

The Engr. Major Thompson
states if the idea of
forming a lake is
definitely abandoned
considerable improve-
ments could be
made in the construction
of roads.

The uniform width
of the proposed roads
is 15 feet including
side drains.

A wooden bridge
of 15 feet span is
proposed at the bridge

200 feet west of B on
line B to A, two other
bridges are also to be
built one on the
Velpatti road the
estimated amount
of which is Rs 500,
and the other at
the junction with
Laws of lat (N) which
is to cost Rs 700 -

The following rates
are in excess of
those given in the
Schedule of rates for
the Madras Dist. -

Earthwork Rs 4-8-0
against Rs 4-0-0 per
cwt -

(Blasting)?
Rock excavation Rs 11-0-0
against Rs 7-0-0 per
cwt -

Rough stone in mortar
Rs 42-0-0 against
Rs 19-6-0, both rates
including pointing -

with the Collector as

If the rates given in
the schedule are
adopted there will
be an aggregate
savings of Rs 3,604.
but the Ex. Engineer
explains in his
report that the
rates for materials
and labor are very
high in the P. & M.
the rates for the
the estimate may
therefore be treated
as special in the
partly be compared
with rates given in
the schedule for
the Madras &c.

Rs 250 is charged
in the estimate for
a tool shed. It may
be put down as a building
which is charged at
5 per cent on the est.
putting supervision
is also charged at 5 per
cent. 9/8/88.

But

The Ex. Engineer pro-
poses that all appa-
rently be referred
to the Rev. Dept.
with a reference
to the Rev. Board of
Rs 664 8/10-37 (90
in 22/9/88 8-27) &
previous work.

Some expression
of opinion on the
proposals might per-
haps be given in
this Dept.

Cs
10/5/88

OFFICE OF THE SUPERINTENDING ENGINEER,
6TH CIRCLE.

Camp. Tanjore 4th May 1888.

No. 148. M. D.

From J. W. Randall Esq. M. E. C. E.
The Superintending Engineer,
6th Circle.

To The Chief Engineer
P. & M.

Sir,

ENCLOSURES. 7

I have the honor with reference to G. O.
No. 578. W. of the 25th February 1887 to for-
ward herewith a Report by the Executive
Engineer Madurai District regarding the
proposed Roads in Kodaikanal together with
an Estimate of Rs 15,190 for constructing the
same, together with the surveys and other
papers connected therewith.

2. As I have not been at Kodai-
kanal for several years, I am not able
to speak from personal knowledge as to whether
the proposals are the best which can
be made but there can be no doubt that
a general scheme of Roads, as now laid out,
is essential in the case of a station which
is rapidly extending and growing in importance.

3. The Executive Engineer's Report

as

with the Collector as

as to the Considerations which have guided him
in laying out the Roads and fixing the Site
of the Bridge is clear.

4. The Executive Engineer advises the
abandonment of any idea to construct the Lake
on the Parappan and in my opinion his argu-
ments are conclusive against its formation.

5. Mr. Hughes states that if the
Construction of the Lake be abandoned, consi-
derable improvements can be effected in
laying out the Roads now estimated for.

6. I beg to send on the papers as
received for orders, (1) regarding the Lake;
and (2) the general question of the construc-
tion of the Roads, and the amount which
the Government are willing to spend for this
service.

7. Considering that all properties
on the hills will be improved by the con-
struction of a general system of Roads, but
more particularly that through which the
Roads will be carried, it is to be hoped
that the extravagant demands for compensation
will not be made.

I have the honor to be
your most obed^t servant,

J. W. Rimsdall
Superintg. Engineer & Civil

462 w ay 9. 2. 88
 232 w ay 29. 2. 87
 222 w ay 20. 2. 87
 1946 w ay 21. 7. 87
 1847 c ay 2. 6. 87
 2309 c ay 9. 7. 87
 1475 w ay 1. 6. 87
 1101 w ay 21. 2. 87
 578 w ay 25. 2. 87
 474 c ay 9. 2. 87
 335 c ay 21. 1. 87

P.W.D. No. 4270
 P. W. D. 6TH CIRCLE.

From
 The Superintending Engineer,
 6th Circle.

To
 The Chief Engineer
 P.W.D.

No. 148 m.d.

Dated 4th May 1888
 Received 8th May 1888

Enclosure 1
 Plans 4
 Estimate 1
 Report 1
 Note 1

Roads in Kodai Kanal
 Submits Estimate
 for constructing the
 proposed

11/5 69

8/5/88

Report to accompany Estimate for Road
 at Kodai Kanal.

Amount of Estimate Rs. 15790-00

In G.O. No. 578 W dated 25th February 1887
 orders have been given to submit an estimate
 for carrying out the Collector's proposals for the
 construction of a lake and for roads following
 generally the directions laid down on the map.
 If a lake is to be made no more suitable local
 could be selected than that chosen by Mr. Turner.
 If the level were lowered the greater part of the
 land between the head of the lake and the Kilgubby
 road would be turned into a mere swamp.
 Taking therefore the foot of the Forest Reserve pool
 at B. as the full supply level of the lake and
 allowing a margin of 6 feet an estimate has
 been made for the roads and dam. The practic-
 -ability of constructing the dam and its probable
 cost are discussed in a separate note from which
 it will be seen that the cost would be out of all
 proportion to the benefits which the strongest
 advocates for the lake could expect from its
 construction. The objections to making a lake are—
 1st. That the site of it would occupy some acres
 of land much of which is capable of profitable
 cultivation and scarcely any of which could be
 obtained without the payment of heavy compen-
 -sation.
 2nd. The excessive cost of the dam.
 3rd. That the formation of the lake would destroy
 the only supply of good water within any
 reasonable distance of the hills surrounding
 the

with the Collector as

the basin of the lake.

4th. That persons living on the hills to the ^{north} of the lake might fairly expect Government to pay the cost of leading a supply of good water along the hill side from the upper part of the Parappan.

It is strongly recommended that the idea of forming a lake be definitely abandoned. If this be done the provisions of the present estimate can be considerably improved and whatever money is available for the improvement of the settlement laid out to more advantage.

For convenience of reference the roads surveyed are indicated by the same letters as the approximate lines shown on the map originally submitted to Government.

The surface width allowed is everywhere 15 ft. (including side drains) this being considered the smallest space in which carriages can safely pass one another.

The objections to making a road from B & D and bridging the river at the latter place are stronger than anticipated. by the Chief Engineer for Irrigation (Vide his note published with G. O. No. 578W dated 25th February 1887) as between B and D there would be heavy cutting and on the other side of the river the road for a considerable distance would have to be carried over steep - sheet rock, to blast which would involve considerable expense. The line has therefore been abandoned in favour of the alternative line from B to X. Suggested by Colonel Pennycuik.

The.

43p
The position of the proposed bridge at B. has been shifted about 200 ft. further down stream as a bridge at B would have to be much longer and more expensive. The site would be also inconvenient in other respects.

The change of site has the advantage also of leaving a good deal of rock cutting for the road.

In the expectation that Government will decide against making the lake, a bridge over the Parappan on the Vilpatty road has been allowed for in the estimate. It is intended if suitable stone is obtained from the road cutting to make this bridge and that at point M. on Laver's flat of dry stone and of a similar description to the bridge over the same river about a mile below Shembaganur.

If there is to be no lake there seems no object in making the southern road B.A. as from B to the Vilpatty road the proposed line B.C. and the Vilpatty road which can be widened at a slight cost will afford all the accommodation required in the neighbourhood, and from the Vilpatty road to A. the hill sides are too steep to build on, and unless the Parappan is bridged at A. the road would be of no use to the general public. Even with a bridge it would be of but little use.

The Northern road B.A. has been taken across the end of and not round plot No. 54. This saves 1000 ft in length.

The quantities are given separately for the different roads so that any not approved may be readily struck out of the estimate.

It is recommended that a large discretion may be allowed in laying out the roads so that building sites may be injured as little as possible. It will be

seen.

with the Collector as

seen from the map that some of the roads go almost through the middle of properties. By slight alterations of level this may to some extent be avoided and the roads taken higher or lower as is found most convenient to the owners of the properties.

Compensation has been allowed for the full width of the roads where they pass through private property, at the highest prevailing rates but there is reason to expect that many of the owners will give the whole or part of the land required gratis.

Straples

Executive Engineer
Madras Division
26/3/00

2/2/00 57 P. W. D.

Memo

From the S. E. VI Circle No 148 M. D. of 4.5.98

P. W. D. No 578 M. D. of 25.2.97.

Rev. Mr. Pro. No 664 of 31.3.97

Forwarded to the

Rev. Dept. with reference to the correspondence marginally noted, with an expression of opinion in the P. W. Dept. that the proposal to construct a lake should be abandoned.

ppH
15 May

2. The general scheme of the roads is approved but in the P. W. Dept.; and if the opinion in para 1 is accepted, steps will be taken to ^{have} ~~review~~ the estimates in accordance ^{revised} in consultation with the Collector as

with the proposed alignment
for the road suggested by

the En. Engrs. Madras division consider that the alignment of this
road can then be materially

3. The estimate does not improved.

provide for land compensa-

tion.

W.M.

11.5.88

See
14/5/88

11.16210 of 9.2.88
" 2221 W. 24.8.87 ✓
" 2224 W. 26.8.87 ✓
" 1946 W. 21.7.87 ✓
" 1847 C. 2.6.87 ✓
" 2309 C. 9.7.87 ✓
" 1475 W. 21.4.87 ✓
" 578 W. 15.2.87 ✓
" 474 C. 9.2.87 ✓
" 335 C. 28.1.87 ✓

To the Rev. Dept -
with papers in rough
and so letter from Mr. James
in closed cover.

4276

REVENUE DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read again Mr. G.O. dated 19th

July 1887, No. 4190.

Read also Memorandum from the Public
Works Department, dated, 15th May 1888,
No. 178.D.

Order thereon, 21st June 1888, No. 3605.

The Government consider that the
proposal to construct a lake should be
abandoned.

2. With reference to para 2 of the Memo-
randum read above, the papers will
be re-transmitted to the Public Works
Department in view to the requisite
action being taken.

(True Extract)

Redmesher

Secretary to Govt.

To

The Local and Municipal Dept.

" Commissioners of Land Revenue.

" Public Works Dept. with papers. ✓

178 D. of 15. 4. 88.
 578 W. " 25. 2. 87.
 474 R. " 21. 2. 87.
 335 C. " 28. 1. 87.
 1309 C. " 9. 7. 87.
 2321 W. " 29. 8. 87.
 1475 W. " 1. 6. 87.
 1101 W. " 21. 8. 87.
 2229 W. " 20. 8. 87.
 1946 W. " 21. 7. 87.
 1847 C. " 2. 6. 87.
 462 W. " 9. 2. 88.

Retd. 13. 7. 88.

All 138
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 18m 6. 7. 88

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 13th July 1888

Read the following

Letter from the Supty. Engr. VI Circle H. E. N. 148 M. D. of 14th May 88.
 Memo to the Revenue Dept. " 178 D. of 15th May 88.
 Proceedings of the Revenue Dept. " 3605 of 21st June 88.

Original
 in
 Revenue
 Dept.

Communication to the Superintending Engineer VI Circle, who will, in communication with the Collector, have the scheme of roads revised, and estimated for on the improved alignment as suggested by the Executive Engineer.

Jm
 17/88.

The Supty. Engr. VI Circle
 " Revenue Dept.
 " Financial Dept.

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Gobt. of Madras.

PUBLIC WORKS.

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Dist.

G.O. 13th July 1888 No. 2122

Rao in Kodai Kanal

Order on proceedings of the
Revenue Dept. directing the
Chairman of the Local Board
to enquire into the
-ditch, and retransmitting
papers relative to the con-
-struction of the proposed
-Palni Hills, Madurai
District.

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P-15/7

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