(1) பக்கங்களின் எண்ணிக்கை 60

(2) புதுக்கித் திருப்பிய நாள் 9/89

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P. W. D. துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	2283	அச்சகம் பலவகை
நாள் :	20 8 1889	~~198~~ .

வா கண்டபடி கையாளவோ கூடாது

30.
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-1—18,006—15-6-87.

20th August 1889, No. 2283 W., Public Works.

2283

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—again the following paper:—

G.O., dated 8th July 1889, No. 1808 W., Public Works.

No. 138 M.D.

Report by the Superintending Engineer, VI Circle, on estimates for new roads at Kodaikánal.

With this report are submitted estimates for two roads, with letters from the Collector and Sub-Collector, containing information as to the probable financial result of constructing them.

2. In compliance with G.O., No. 2122 W., dated 13th July 1888, directing that the scheme of roads to be made at Kodaikánal should be revised, the Collector and Executive Engineer, after consultation and inspection of the ground, formed the opinion that, as the best unoccupied building sites lie to the south-west of the station on the way to the Pillar Rocks, a road in that direction would be of the greatest advantage for the development of the station. It was decided also to have an estimate made for a road along the north side of the Parappar valley, utilizing the Vilpatty road as far as possible and aligning the new road so that a branch could afterwards be made from it without difficulty to the ridge over which the Vilpatty road passes.

3. The construction of the Pillar Rocks road is strongly recommended. The cost, including Rs. 500 for land compensation, will be only Rs. 13,400. Both the Collector and Sub-Collector agree in estimating the land which will be taken up for building sites at 480 acres, but there is much diversity of opinion as to the price which will be obtained. The Collector's estimate, which is the lowest, gives the increase of value as Rs. 12,000, while the Sub-Collector allows Rs. 50 an acre or Rs. 24,000. This diversity of opinion amongst those who have the best means of forming a judgment shows how problematical the amount of revenue to be expected is. The price of the land will of course chiefly depend on the action taken in respect to the road, as until it is made the land is practically worthless. Another important matter in determining the price is the competition, which will be influenced by the publicity given to the notice of sales, the extent offered and the time at which the sales are held. The undersigned while thinking that the area available is perhaps overstated by the Revenue officers, inclines to the Sub-Collector's estimate of the price. In the old limits of the Kodaikánal settlement the price of choice sites is now somewhere about Rs. 500 an acre, and may be very high even at a considerable distance. A plot of land of 34 acres, fully half of which is swamp, liable to be flooded by the Parappar, was sold lately for, it is believed, Rs. 8,000, but this land is close to the end of the lake. Another plot of 3½ acres in the Parappar valley, three-quarter mile from the nearest carriage road and with little prospect of a road ever being made to it, sold for Rs. 750. The land sold of late by Government on the low price of which the Collector bases his estimate lies, it is believed, chiefly on the steep rocky slopes of the Parappar valley where, although an estimate has been made out for a road, there is little prospect of getting one sanctioned.

Though much may be done to stimulate competition, it would perhaps be well not to trust to it altogether. There is such a difficulty about labor and materials that it does not, at present rates of rent (which, however, are rising), pay any one to build as a speculation, unless he can get the work very closely looked after and economically carried out. It is therefore suggested that an endeavour should be made to ensure the cost of the road being reimbursed by putting up the land at a fairly high upset price, say, Rs. 30 an acre. It is thought that in very few cases would it be found necessary to postpone sales, nor can there be much room for doubt that in the course of a few years nearly all the land within a quarter of a mile of the road for the last 1½ miles of its course would be taken up. The situation and scenery are magnificent, good water near, and the hills have that gentle slope which is most suitable for buildings.

4. The total length of the road is about 3 miles and, except on the first 1,600 feet, the gradients are everywhere easy. All the expensive part of the road is in the first 1½ miles, where the hills are pretty steep and in places rocky at or near the surface. There are no building sites except where land has already been taken up. The road will greatly increase the value of this land; the Sub-Collector has, nevertheless, found it necessary to make some allowance for compensation. The last 1½ miles is through particularly easy country. The mean distance of the building sites is about 3 miles by road and 2½ by short cuts from the church, post office and dispensary, which may be taken as the centre of Kodaikánal. It is recommended that the road be made at once for its whole length and to its full width of 16 feet, and that, if any land be sold before its completion, the four years allowed for building may be counted from the time it is opened for traffic.

5. The Parappar valley road follows the line of the Vilpatty road for a short distance, then diverges and falls by a rather steep descent to the Parappar, for which a bridge is provided. On the north of the river it rises by an easy gradient a height of 123 feet, so that at some future time a branch might be made to the ridge over which the Vilpatty road passes; it then falls with a gradient of 1 in 20 for 3,000 feet and with a gradient of 1 in 16 for a further distance of 3,400 to where it joins Law's ghât by a bridge over the Parappar. The total length is about 2⅜ miles. The line is for a considerable distance through steep rocky ground and the worst parts cannot be improved. Although the estimate is submitted, there is little to be said in favor of its being sanctioned, as there will practically be no return to meet the cost. The Collector recommends that Government should be asked to make the road only as far as the Parappar, and that the bridge over the river should be made from Local Funds with the aid, it is supposed, of such contributions as can be collected from the landholders. Probably not much will be raised in this way, as there are only four houses north of the river, though more will be built shortly. The 1,900 feet of road which it is proposed Government should pay for would cost only Rs. 350, exclusive of compensation, which would perhaps come to Rs. 500, if the owner of the land will not take in exchange some narrow strips of Government land which border his property.

6. The rates are based on rates current at Kodaikánal. It is recommended that the estimate for the Pillar Rocks road be sanctioned and that a sum of Rs. 850 be allowed for a road from the Poombarai road down to the Parappar, the bridge over which the Collector will be asked to arrange for constructing from Local Funds. If desired, a separate estimate will be submitted for this latter bit of road.

TRICHINOPOLY,
14th May 1889.

(Signed) W. HUGHES,
Supg. Engineer, VI Circle.

Order—dated 8th July 1889, No. 1808 W., Public Works.

The Government does not understand the grounds on which it is asked to sanction the proposed Pillar Rocks road, as it does not apparently form part of any general scheme of roads approved by Government for developing the station of Kodaikánal. The Government is not prepared to undertake the making of the road as a speculation. The grounds on which it is proposed to make the Parappar road and charge the Government for the first 1,900 feet of it also require explanation.

2283

2. The instruction in G.O., No. 2122 W., dated 13th July 1888, was that the scheme of roads brought forward by the Collector should be revised and estimated for on an improved alignment as suggested by the Executive Engineer.

(True Extract.)

(Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E.,
Ag. Joint Secy. to Govt., P.W.D.

READ—also the following paper:—

From W. HUGHES, Esq., Executive Engineer, Madura Division, to the Superintending Engineer, VI Circle, dated 24th July 1889, No. 215 S.E.

In reference to G.O., No. 1808 W., of 8th July 1889, received with your No. 290 M.D. of 12th July 1889, I have the honor to offer the following explanations:—

The scheme of roads laid before Government last year was inseparably bound up with the proposal for the construction of a lake, and, when the latter proposal was dropped, the scheme of roads had to be considered *de novo*.

2. On examining Coaker's map, it will be observed that within its old limits the station is fairly well supplied with roads, though in places these are not practicable for carriages.

3. The station can extend only in four directions—

1st.—Towards Shembaganur, in which direction the country is sufficiently opened out by Law's ghât.

2ndly.—On the north side of the Parappar valley and possibly, in the distant future, the Glenfall's valley, which is just beyond the ridge over which the Vilpatty road passes. The road in this direction recently estimated for is aligned to open out the land taken up as building sites in the Parappar valley, but its level is so selected that a branch can hereafter be made at slight expense to the Glenfall's valley. The present Vilpatty road is throughout impracticable for carriages owing to its steepness. To serve the houses already built north of the Parappar, it was asked that Government should at least sanction the improvement of the road as far as the river, if the reasons for sanctioning the whole length of road estimated for were considered insufficient.

3rdly.—Along the Poombarai road. Some few sites have, it is believed, been taken up or applied for near this road beyond the watershed of the lake, but they are at present inaccessible by carriages. Carts are sometimes taken down the upper road on the west side of the lake, but it is too steep to allow of any but empty vehicles being taken up. There is good reason for believing that not many buildings will ever be erected near the Poombarai road. The country is steep, it is 400 to 500 feet above the lake, and the scarcity of water is likely to prove a fatal inconvenience. At any rate, whatever sites are taken up would be put in communication with the rest of Kodaikánal by the first portion of the Pillar Rocks road.

4thly.—The country between Kodaikánal and Pillar Rocks. Enough has been said in the report submitting the estimates to show the advantage of making a road to the Pillar Rocks. So fully is the country which it would open up recognised as the best building ground anywhere near Kodaikánal, that nearly all available sites have already been applied for.

4. The Pillar Rocks and the Parappar valley roads form the whole of the revised scheme called for in G.O., No. 2122 W., dated 13th July 1888. Whatever may be the case hereafter, there is at present no demand for any other main roads, and it is useless to speculate on possible future requirements until there is some indication of the direction they will take.

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5. I enclose a letter* from the Collector in which he strongly urges that the Pillar Rocks road be sanctioned at once. Pending the decision of Government, sales are deferred, as without a road the land will remain almost worthless, and if the sales have to be effected while there is still a doubt whether the road will be made, the purchase of land will be a mere speculation in which no one is likely to invest much money, especially when the purchase is coupled with the obligation to build within four or five years substantial buildings of which the first cost will be enhanced by the absence of a road and the letting of which will be impossible. If sanction to the road be refused, it will scarcely be accurate to describe the plots for sale as building sites, nor will Government be able to enforce the agreement to erect houses on them. The owners would prefer to let the land lapse to Government.

* No. 1380, dated 21st July 1889.

Enclosure.

From E. TURNER, Esq., Collector of Madura, to the Executive Engineer, Madura Division, dated 21st July 1889, No. 1380.

In reply to your letter No. 322 M., dated 17th July 1889, enclosures to which are returned, I have the honor to state that the Pillar Rocks road and the Parappar road are each the continuation of the two main roads in Kodaikánal. They are the main arteries of the station to which all side roads from houses built or to be built must lead. These two roads must form a part and the chief part of any scheme of roads for developing the station of Kodaikánal. There is nothing of a speculation about their construction. It was thought necessary to show that the construction of the roads in question would be paid for by the enhanced rate at which house-sites would sell if the road be constructed. Nearly every house-site for the whole length of the road to the Pillar Rocks has already been applied for on the expectation that the road will be made. I request, therefore, that this road at any rate may be sanctioned at once, otherwise the applications for sites will either be withdrawn or, if put up to auction, will fetch very poor prices. Besides, if we sell sites without roads, the house-owners will be entitled, I suppose, to make their own roads and there will be no general scheme. If we have one main road, we can easily mark out the side roads.

No. 382 M.D.

Copy, together with copy of the Collector's No. 1380 of 21st July 1889, submitted to the Chief Engineer, Public Works Department, with reference to G.O., No. 1808 W., dated 8th July 1889.

2. The Superintending Engineer fully concurs with the views expressed by the Collector and in the plans of the Executive Engineer.

Trivalore,
27th July 1889.

(Signed) A. C. SMITH, Lt.-Col., R.E.,
Superintending Engineer, VI Circle.

Order—dated 20th August 1889, No. 2283 W., Public Works.

The Government is not prepared to bear the whole cost of making these roads at present. The alignment of the Pillar Rocks road may, however, be marked out at once and the trace roughly cut at the cost of Provincial funds, sufficient land being taken up and constituted a Government reserve. This will secure that applicants for house-sites will make their roads to accord with it, and, if it is really wanted for the development of the station, it will perhaps be made in due time by the intending residents with some aid from Government and the Local Board.

2. Should the road be undertaken, the Government will be prepared to make a further contribution of one-fourth of the sum realised by the sale of house-sites, this being the amount which would be credited to Provincial funds.

3. It is hoped that these concessions will stimulate applicants to take up the sites and pay for them, and induce the Local Board to aid in the construction of the road by a suitable grant.

(True Extract.)

2283

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

To the Superintending Engineer, VI Circle,
with fourteen enclosures.
" Revenue Department.
" Local and Municipal Department.

Exd. J. Henricus.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1889} Madras.

PUBLIC WORKS.

Dated August, 20th.

Recd.

Encl.

G.O., 20th Aug. 1889, No. 2283 W.

AUGUST.

Roads in Kodaikanal

Orders on report submitted by the Superintending Engineer, VI Circle, from Mr. Hughes, Executive Engineer, on the subject of the construction of —.

[illegible]
20th Aug. No. 2283 W

No. 138 MD

G.O. 8th July 89 No. 1808 W

Prnd 1P

2283

Report by the Superintending Engineer VI circle on estimates for new Roads at Kodaikanal.

Enclosures 10
5 Plans
2 Estimates
1 Specification
1 Collector's letter No. 183 with one Statement 8-5-89
1 Sub Collector's letter No. 2 of 29-4-89
10 Total

With this report are submitted Estimates for two roads with letters from the Collector and Sub-Collector containing information as to the probable financial result of constructing them.

2. In compliance w[illegible]th G.O. No. 2122 W dated 13th July 1888, d[illegible]ecting that the scheme of roads to be made at Kodaikanal should be revised, the Collector and Executive Engineer after consultation and inspection of the ground formed the opinion that as the best unoccupied building sites lie to the south west of the station on the way to the Pillar Rocks a road in that direction would be of the greatest advantage for the development of the station. It was decided also to have

an estimate made for a road along the North side of the Paraspar Valley – utilizing the Vilpatty Road as far as possible and aligning the new road so that a branch could afterwards be made from it without difficulty to the ridge over which the Vilpatty Road passes.

3. The construction of the Pillar Rocks road is strongly recommended – The c[illegible]t including Rs 500 for land Co[illegible]nsation will be only Rs 13400. Both the Collector and Sub. Collector agree in estimating the land which will be taken up for building sites at 480 acres but there is much diversity of opinion as to the price which will be obtained. The Collector's estimate which is the lowest gives the increase of value at Rs 12,000 while the Sub-Collector allows Rs 50 an acre or Rs 24,000. This diversity of opinion amongst those who have

13,400

the best means of forming a judgment shews how problematical the amount of revenue to be expected is. The price of the land will of course chiefly depend on the action taken in respect to the road as until it is made the land is practically worthless. Another important matter in determining the price is the competition, which will be influenced by the publicity given to the notice of sales, the extent offered, and the time at which the sales are held. The undersigned while thinking that the area available is perhaps overstated by the Revenue Officers inclines to the Sub. Collector's estimate of the price. In the old limits of the Kodaikanal settlement the price of choice sites is now somewhere about Rs 500 an acre and may be very high even at a considerable distance. A plot of land of 34 acres fully half of which is swamp liable to be flooded by the Parappar was sold lately for it is believed Rs 8000 but this land is close to the end of the lake. Another plot of 3½ acres in the Parappar Valley three quarter mile from the nearest carriage road and with little prospect of a road ever being made to it sold for Rs 750. The land sold of lake by Government, on the low price of which the Collector bases his estimate lies it is believed chiefly on the steep rocky slopes of the Parappar valley where although an estimate has been made out for a road there is little prospect of getting one sanctioned. Though much may be done to stimulate competition it would perhaps be well not to trust to it altogether. There is such a difficulty about labor and materials that it does not at present rates of rent (which however are rising) pay any one to build as a speculation unless he can get the work very

closely looked after and economically carried out. It is therefore suggested that an endeavour should be made to ensure the cost of the road being reimbursed by putting up the land at a fairly high up set price, say Rs 30 an acre. It is thought that in very few cases would it be found necessary to postpone sales nor can there be much room for doubt that in the course of a few years nearly all the land within a quarter of a mile of the road for the last 1½ miles of its course, would be taken up. The situation and scenery are magnificent, good water near, and the hills have that gentle slope which is most suitable for buildings.

about 3 miles X

4. The total length of the road is about 3 miles, and except on the first 1600 ft the gradients are everywhere easy. All the expensive part of the road is in the first 1½ miles where the hills are pretty steep and in places rocky, at or near the surface. There

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are no building sites except where land has already been taken up. The road will greatly increase the value of this land; the Sub Collector has, nevertheless, found it necessary to make some allowance for compensation. The last 1½ miles is through particularly easy country. The mean distance of the building sites is about 3 miles by road and 2½ by short cuts from the church, post office and dispensary which may be taken as the centre of Kodaikanal. It is recommended that the road be made at once for its whole length and to its full width of 16 ft and that if any land be sold before its completion, the four years allowed for building may be counted from the time it is opened for traffic.

5. The Parappar Valley road follows the line of the Vilpatty Road for a short distance then diverges and falls by a rather steep descent to the Parappar for which a bridge is provided. On the North of the river it rises by an easy gradient a height of 123 ft, so that at some future 2.
time a branch might be made to the ridge over which the Vilpatty road passes; it then falls with a gradient of 1 in 20 for 3000 ft and with a gradient of 1 in 16 for a further distance of 3400 to where it joins Law's Ghat by a bridge over the Parappar. The total length is about 2 3/8 miles. The line is for a considerable distance through steep rocky ground and the worst parts cannot be improved. Although the estimate is submitted there is little to be said in favor of its being sanctioned as there will practically be no return to meet the cost. The collector recommends that Government should be asked to make the road only as far as the Parappar and that the bridge over the river should be made from Local Funds with the aid

it is supposed, of such contributions as can be collected from the land holders. Probably not much will be raised in this way as there are only four houses north of the river though more will be built shortly. The 1900 ft of road which it is proposed Govt should pay for would cost only Rs 350 exclusive of compensation which would perhaps come to Rs 500 if the owner of the land will not take in exchange some narrow strips of Government land which border his property.

6. The rates are based on rates current at Kodaikanal. It is recommended that the estimate for the Pillar Rocks road be sanctioned and that a sum of Rs 850 be allowed for a road from the Pumbari road down to the Parappar the bridge over which the Collector will be asked to arrange for constructing from Local Funds. If desired a separate estimate will be submitted for this latter bit

bit of road.

5-P

Trichinopoly.
14th May 1889.
D18th

W. Hughes.
Supdg Engineer VI circle.

2283

S. O. Arcs 2122 W d/ 13-7-88.
„ B. 462 W d/ 9-7-88
„ „ 2328 W d/ 29-8-87
„ „ 2229 W d/ 20-8-87
„ „ 1946 W d/ 21-7-87
Memo 1047 C d/ 2-6-87
„ 2809 C d/ 9-7-87
Pr. Procs 1475 W d/ 1-6-87
„ A. 570 W d/ 25-2-87
Memo No: 2059 C d/ 18-6-87

PWC No. 4636 ✓

(b)

R/21-5-87

8/6

7/5

Circuit No 2. 29th April 1889

From

The Sub Collector of
Madura

To

The Collector of
Madura 728

Sir,

I have the honor to reply to your docket No. 896, of the 19th March 1889, on the subject of the Kodaikanal roads and to return the documents sent therewith.

2. I regret there has been some delay in replying, but I only reached here after the beginning of this month and my enquiry has been unavoidably delayed by the illness and absence of the Deputy Tahsildar and the illness of Mr. Lacey who is surveying the station.

3. Firstly in regard to the Pillar Rock road. The specification accompanying the Estimate charge details the nature of the ground through which it goes.

4. The shola through which the road first runs is Government property, from there it enters Lt. Swanston's property and apparently runs through a corner of the property belonging to the Jesuit Mission, then it enters Mrs Graham's property running through what is known as Perumal

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raiks

we may say to be on the safe side and as estimates have varied so much that I probably have underrated the compensation that will have to be paid and that we should allow instead of the Rs 300, I have allowed Rs 500 down to the river Pambar.

9 Beyond that the road runs through some of the land newly acquired by Mrs Graham at about Rs 7 an acre, and I believe bought on the understanding that some of it might be taken up for the road. The compensation due, if any, would be trifling; after this the road will not pass through any private property, I believe.

10 We now come to the Financial results of the road. As far as I can calculate excluding a few lots near the road already applied for, there is 1 1/2 mile of road with house sites on each side extending a quarter of a mile. Each quarter of a mile square will contain 4 lots of 10 acres each or as the land may not be sold

in

in exactly 10 acre lots we may say 5 lots. 5 lots on each side of the road of 6 quarter mile lengths will give 30 lots and including the other land available, perhaps, we will have altogether 35 lots available for building on after the road is made.

11 Many people are anxious to take up land along this road if it be made available and in, I should think, 5 years or 7 years to be on the safe side, all these lots will be applied for. The price of those first sold will be less than that of those sold afterwards, for the price is sure to go up as there are fewer & fewer lots ~~are~~ available. In fact on the average from Rs 7 an acre which is all the land is worth now, I think when all lots are sold Government may obtain an average price of Rs 57 an acre. I have kept this figure low for certainly wherever there is competition, the price goes exceedingly high as we have seen last

" " December

December when Rs 80 an acre was paid for land inaccessible now by any road. that is to say if the Government make the road they may expect to profit at no very distant date by Rs 50 an acre (the Executive Engineer, you will notice, thinks the price may go up to Rs 100 an acre).

12 The total no. of acres to be sold may be called 480 and a profit of Rs 50 on each acre comes to Rs 24000; ~~but supposing~~, but supposing I have miscalculated partly in the no. of acres available and partly in the selling price, we can safely, I think, reckon on a profit at the rate of about Rs 25 an acre or 480 acres or about Rs 12000. Government then receives almost as much as the cost price of the road which is estimated at Rs 12100.

13 In short if the road be made at once to its very end and not piecemeal, I believe, it will result in a profit to Government.

If the road be decided to be carried out at once I am not sure that it would not be a good policy to sell lots only when the road is finished as otherwise people may buy them with little competition.

14 Secondly in reference to the Parapar road.

The condition of this road is totally dissimilar to that of the Pillar Rocks road, in that it runs all the way except for a very small portion in land that has already been acquired by private persons. Under these circumstances, I do not see how Government can be expected to make any profit out of the road which is also more expensive than the Pillar Rock road.

15 The claim to compensation would, as suggested, probably be waived as those who bought lands bought them knowing they had no access by wheeled traffic, and many, if not all, are willing to contribute something to give this access.

The

16. The bridge on the Parapar is under separate consideration on an offer of house owners to guarantee something towards its cost. The estimate by the L. F. Engineer was for Rs 2000 (which he thought might be reduced); The Executive Engineer's estimate is for Rs 1410, I see.

17 The road would be a great advantage to the station; but it would be of greater advantage to the house owners. My own opinion is that for the present Government might fairly be asked to make this road from where it starts near the Pumbarai road across the river Paraffar with approaches on the other side; the total cost of this would be only about Rs 2000, part of which, land owners will, doubtless, subscribe and it will greatly benefit the station.

18. If compensation for this land is demanded, I am afraid, some Rs 300 to 500 an acre will have to be paid. It is suggested however, that the owner of the land will accept another portion in exchange.

19. I have filled up and returned the forms you sent me.

72 63

I have &c

(Signed) C. H. Mounsey
Sub Collector

(True copy)

Collector

No. 183.

Madura Collector's Office
8th May 1889.
Camp Kodaikanal.

From

E. Turner Esqre 7283
Collector of Madura

To

The Executive Engineer
Madura Division

Sir,

Referring to your letter No. 1320 dm of 7.3.89, I have the honour to append below my notes regarding two proposed roads in the Kodaikanal Settlement.

Enclosures to be returned.

2. I very strongly advocate the construction of the road to the Pillar Rocks. The trace is an excellent one and the road, when constructed, will open out a considerable amount of land suitable for house sites. Without the road, of course, no

14 application

applications will be put in and those already made will be withdrawn.

3. The following table shews what in my opinion the land will fetch per acre, if the road is made. It also contains probable number of available sites which the road will render accessible. I cannot at all endorse Messrs Hughes and Mortensey's+ estimate of the probable amount per acre that these sites will fetch; instead of Rs 100 per acre I should put it down at Rs 25 per acre. If advertized more largely than hitherto and sold gradually, they may fetch more, but I dont think so.

+Copy of his letter enclosed

Name of road.	Outlay			Financial Results expected					Remarks
	Amount of Compensation	Cost of road making	Total	Extent of land available for building sites within [illegible] of road	Probable extent that will be taken up	Probable time required in [illegible]	Probable price per acre after the completion of the road	Amount expected to be realized	
Pillar Rocks Road.	500	12900	13400	600	480	10 years	25	12000 possibly more	

4 The following table shows the amount realized by Government and the average price per acre during the last 3 years.

	1886	1887	1888	Total
Extent of land sold in acres	150	73	290	513
Amount of Sale proceeds	Rs 1919	Rs 1039	Rs 4895	Rs 7853
Average Rs	13	14	17.	
				22^{83}

It ought to be remembered that these sales were under the old rules when good as well as bad lands was applied for and sold. Consequently the average rates of sale were reduced. Under the new rules* only good sites will be applied for and rocky bad land will be left out. It is probable therefore, that the average for actual sales may be higher now, but I do not think the difference will be very great. 15

* Sanctioned in G.O. No 23/11.1.88, Revenue, embodied in Board's Proceedings No 227/12.3.88 (Land Revenue)

6. There is very little land available now for sale in the Kodi basin and the little that remains will be put up to sale almost directly

It

6

It is, therefore very necessary to open out new building sites.

7. As to the Parappar Road, there are scarcely any sites now unsold on that side. The houses on that side are connected with the station by the old Vilpatti Road which is very steep, far too steep for wheeled conveyance. It may however, be improved. I agree with Mr. Mounsey that it will be quite sufficient for the present, if Government make the road to the other side of the Parappar river, which will cost about Rs 2000. The bridge across the Parappar should be constructed by Local Fund Board.

I have &c.

Sd/ E. Turner

Collector

No. S.E. 634

Copy to the Superintending Engineer VI Circle with enclosures for information. The Ex. Engineer will inspect the proposed roads very shortly and will then submit a report.

Enclo: refs.
sub Collr's remit 2
1st a. of/29.4.89 3
— do — statement 1
Estimate complete 3
Drawings 5
sent separately 9

A. Russell

Executive Engineer

11.5.89

2283

16

SUPDG. ENGINEER'S OFFICE
No. 158 R.K.
14 MAY 89
P.W.D.
SIXTH CIRCLE.

From

The Ex Engineer
Madura Dt.

Ex

No. 64. C.S. dated 11th May 89

Enclos.

New Roads at Kodaikanal - Forwarding Estimates &c. for -.

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R. S. No 139 MD &c
14-5-89

Public Works Department.

Current No. 4636
Letter No. 138 M.D.
Dated 14th May 1889
From the Supdg: Engr: VI Circle

2283

2283

NOTE OF REMARKS.

The Estimate under review provides for constructing the undermentioned roads at Kodaikanal in the Madura Dist:—

(1) Constructing road North of Parappar Valley commencing from Poombarai road opposite Colonel Pennyfather's house to the Parappar bridge a distance of 2 miles 2,455 feet. The amount of Est is Rs 16,630 divided as follows

		Rs
(a)	Constructing Road	12,850
(b)	— do — Bridge of 2 spans 12' each	1,440
(c)	— do — do of 3 spans 12' each	1,840
(d)	Compensation for land	500
	Total Rs	16,630

17

(2) Constructing Pillar Rock Road, commencing from Poombarai Road marked A on map to Pillar Rocks a distance of 2 miles 3,146 feet—

The amount of this Est. is Rs 13,400 which is divided as follows—

(a) Constructing the Pillar Rock Road—	11,280
(b) —do— Bridge of 2 spans over Pambar—	1,440
(c) —do— Rough stone bridge over Sengalvarier—	180
(d) Compensation for Land—	500
Total Rupees	13,400

The top widths of the roads are to be 15 feet including drains with slopes of ½ to 1 on the upper side and 1½ to 1 on the lower sides—

2283

The steepest gradient of the Parappar road is 1 in 10 and that of the Pillar Rock road 1 in 20—

The bridges are to be constructed with hammer dressed stone in mortar pointed with Portland Cement, the coping is to be of dressed stone—

It is explained that the rates are based on rates current at Kodaikanal they may therefore be accepted as there are no rates given in the Schedule for Kodaikanal.

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It is recommended that the Est. for the Pillar rock road may be sanctioned

and that a sum of
Rs 850 be allowed for
the 1,900 ft of the Pambari
Parappur road which
it is proposed Govt.
should pay for, the
Collector being asked
to arrange for con-
structing a bridge over the
Parappur from
Local Funds, and
that if decided
a separate Est: will
be submitted for
this latter bit of
road -

In para 5 of the Report
No 135 MD of 14/5/84 it
is stated that the
total length of the road
is 2 3/8 miles. ~~that~~
it runs through steep
rocky ground and that
the worst parts cannot
be improved -

That although the
Est: is submitted for
sanction there is
little to be said in
favor of its being
sanctioned as there
will practically be
no return to meet
the cost - 2283

2283

In the concluding
portion of para 5
and in para 6 of
the Report it is
proposed that
Govt should only
pay 1900 ft of the
work with Rs 850
inclusive of land
compensation, and
that the Collector
will be asked to
arrange for the
construction of the
Bridge across the
Parappur from
Local Funds, but
it is not explained
who is to bear the

remainder of the Cost of the Parappan Road. This seems to need explanation.

As there is a diversity of opinion regarding the value of land on the Palnis, it seems necessary that the land required in each case should be correctly ascertained.

The Parappan road will cost per mile about Rs 6652 —

The Pillar Rock Road will cost per mile Rs 4467 —

28/5/89

1247

Rd. 10-2-90

Hu 12-2-90

22836

Off. 134/5..

4636.

For orders

W

From the reports of the Collector & Sub Collector there seems every reason to believe that the cost of the Pillar Rocks road will be recovered by the sale of land adjoining the line of road, provided steps are taken to prevent the land being bought by speculators before the road is completed.

The cost of the road from A to Pillar Rock is estimated at Rs 13,400 the length being according to the section 2^{m} 3105^{ft}, but from the maps of the roads it will be seen that the road commences at B and in the estimate a lump sum of 500 Rs is allowed for this additional 1600 feet. The total length of the road is therefore 2^{m} 4705^{ft}

The object of the 1900 feet of road from the [illegible] Rd. to the Parappan road is not quite apparent, as

2285

there seems no reason why the Local Fund Board should go to the expense of continuing the road (with two bridges over the Parappar) to Lowe's Ghaut; for the Collector & Sub Collector both say that no return, in the shape of contributions, is likely to be obtained, even if the entire length of road be constructed -

To sum up, there seems every reason to sanction the Pillar Rocks Rd. Est. 13,400 but with regard to the lump sum of 550 Rs for the road south of the Parappar valley, it would be advisable to ascertain the grounds on which it is recommended that 1900 feet of road should be constructed by Govt.

McB
31.5.89

Read 3.6.89

19 ~~20~~

No. 1808 to 6P

Pend.

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 8 [illegible]

READ the following

From the Supdg Engineer VI Circle (H.E. No. 138 W.D. of 14th May 1889)

2285

Circ.

McL
13 June

JHG
16/6/89

The Govt. does not understand the grounds on which it is asked to sanction the proposed Pillar Rock Road, as it does not apparently form part of any general scheme of roads approved by Government for developing the station of Kodaikanal. The Govt. is not prepared to undertake the making of the road as a speculation. The grounds on which it is proposed to make the Parappar road and charge the Govt. for the first *)

2. The instruction in G.O. 2122 W of 13th July 1888 was that the scheme of roads brought forward by the Collector should

We might also ask whether the grounds on which it is proposed to make the Parappar Road & let Govt. pay for the first 1900 feet of it -

JHG

*1900 feet of it also require explanation -

McL
2 July

2P

e revised and Estimated
r on an improved alignment
s suggested by the Executive
gineer.

Rneds
8.6.89

10/6

~~The Hon Mr J.H. Garstin CSI~~
~~The Rt Hon the Governor~~

The Hon Mr H.E. Stokes CSI

Resubmitted for approval to the addition to paragraph 1 suggested by the Honble Mr Garstin

Rneds
1.7.89

5.7.89

17/7

8/7

To

The Supdg Engineer VI Circle

Revenue Dept

(Revenue Secretary for favor of counter initials)

Re circ to Hon 1/7.

Hon 13/6. The Rt Honble the Gov 13/6

To Rev Secy 8/6.

C.E.S. 13/5. Hon 12/6.

Endorse

11 Sep

2283

Letter from E. Turner Esqr. Collector of Madura
to the Executive Engineer, Madura Dn
No 1380 dated 21 July 1889.

Encls: 2.

Sir

In reply to your letter No 322 M dated 17 July 1889 enclosures to which are returned, I have the honor to state that the Pillar Rocks Road and the Parappar Road are each the continuation of the two main roads in Kodaikanal. They are the main arteries of the station to which all side roads from houses built or to be built must lead. These two roads must form a part and the chief part of any scheme of roads for developing the station of Kodaikanal. There is nothing of a speculation about their construction. It was thought necessary to show that the construction of the roads in question would be paid for by the enhanced rate at which house sites would sell if the road be constructed. Nearly every house site for the whole length of the road to the Pillar Rocks has already been applied for on the expectation that the road will be made. I request therefore that this road at any rate may be sanctioned at once otherwise the applications for sites will either be withdrawn or if put up to auction will fetch very poor prices. Besides if we sell sites without roads, the house owners will be entitled, I suppose, to make their own roads and there will be no general scheme. If we have one main road we can easily mark out

the side roads.

I have &c
Signed E Turner
Collector.

(True Copy)

2283

A L Smith Lt Col RE
Supdg Engineer VI Circle
27 July 1889.

E.1
P.W. 7060

Print / 7P

Letter from W. Hughes Esqr. Executive Engineer Madura Dn. to the Supdt. Engineer II circle No. 2156E dated 24 July 1889.

22 3

Sir,

In reference to G.O No. 1808W of 8 July/89 received with your No. 290 MD of 12 July/89, I have the honor to offer the following explanations:—

The scheme of roads laid before Government last year was inseparably bound up with the proposal for the construction of a lake and when the latter proposal was dropped, the scheme of roads had to be considered denovo.

2. On examining Coaker's map it will be observed that within its old limits the station is fairly well supplied with roads, though in places these are not practicable for carriages.

3. The station can extend only in four directions.

1st. Towards Shembaganur in which direction the country is sufficiently opened out by Law's Ghat.

23

2d. On the north side of the

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Parappar valley and possibly, in the distant future, the Glenfall's vally which is just beyond the ridge over which the Vilputty road passes. The road in this direction recently estimated for is aligned to open out the land taken up as building sites in the Parappar Valley, but its level is so selected that a branch can hereafter be made at slight expense to the Glenfalls valley. The present Vilputty Road is throughout impracticable for carriages owing to its steepness. To serve the houses already built north of the Parappar, it was asked that Government should at least sanction the improvement of the road as far as the river if the reasons for sanctioning the whole length of road estimated for were considered insufficient.

3°. Along the Poombarai Road — Some few sites have it is believed been taken up or applied for near this road beyond the watershed of the lake but they are at present inaccessible by carriages. Carts are sometimes taken down the upper road on the west side of the lake but it is too steep to allow of any but empty vehicles being taken up. There is good reason for believing that not many buildings will ever be erected near the Poombarai Road. The country is steep, it is 400 to 500 ft above the lake, and the scarcity of water is likely to prove a fatal inconvenience. At any rate whatever sites are taken up would be put in communication with the rest of Kodaikanal by the first portion of the Pillar Rocks road.

4°. The country between Kodaikanal and Pillar Rocks. Enough has been said in the report submitting the estimates to shew the advantage of making a road to the Pillar Rocks

So fully is the country which it would open up recognised as the best building ground anywhere near Kodaikanal that nearly all available sites have already been applied for.

4. The Pillar Rocks and the Pacappar Valley Roads form the whole of the revised Scheme called for in G.O No 2121 W dated 13 July 1888. Whatever may be the case hereafter there is at present no demand for any other main roads and it is useless to speculate on possible future requirements until there is some indication of the direction they will take.

5. I enclose a letter× from the Collector in which he strongly urges that the Pillar Rocks road be sanctioned at once. Pending the decision of Government sales are deferred as without a road the land will remain almost worthless and if the sales have to be effected while there is still a doubt whether the road will be made, the purchase of land will be a mere speculation in which no one is likely to invest much money, especially when the purchase is coupled with the obligation to build within four or five years substantial buildings of which the first cost will be enhanced by the absence of a road and the letting of which will be impossible. If sanction to the road be refused it will scarcely be accurate to describe the plots for sale as building sites nor will Govt. be able to enforce the agreement to erect houses on them. The owners would prefer to let the land lapse to Government.

× No $\frac{1380}{21-7-89}$

I have &c

Signed/ W. Hughes
Executive Engr.

Copy

Pr/ 1st P

No. 382 md.

Copy, together with Copy of the Collector's No. 1380 of 21st July 1889, submitted to the Chief Engineer D.P.W. with reference to G.O No 1808.W dated 8th July 1889.

Endo: 1.

The Superintending Engineer fully concurs with the views expressed by the Collector and in the plans of the Executive Engineer.

A L Smith Lieutt Col. R.E.
Superintending Engineer VI Circle

Supdg Engr's Office 6th Circle
Camp, Trivalore 27th July 1889
D 29/.

PUBLIC WORKS DEPARTMENT.

READ the following :—

From the Supdg Engineer VI Circle No. 138 M. Dated 14th May 1889.

2283

FOR ORDERS.

From the reports of the Collector and Sub Collector there seems every reason to believe that the cost of the Pillar Rocks road will be recovered by the sale of land adjoining the line of road, provided steps are taken to prevent the land being bought by speculators before the road is completed.

The cost of the road from A to Pillar Rock is estimated at Rs 13.400 the length being according to the Section 2 miles 3108 ft, but from the Map of the roads

Is this Pillar Rock Road part of any general scheme approved by Govt. for developing Kodaikanal? It seems to be an entirely new idea. I do not see any reason for Govt. making the road as a speculation. Has there been any scheme approved for making roads at Kodi.? The papers sent up apparently relate to ~~the~~ roads in the valley at the other side of the station. In short, I do not understand the grounds on which this road is proposed.

Us
6 June

The 'Pillar Rocks' is a fine bluff on the scarp of the Pulneys Hill looking over the Cumbum Valley, & about 2½ – 3 miles from Kodikanal. It is an agreeable ride & the view from it is fine – so that a road to it from Kodi would be a great improvement to it will be seen that the road commences at B and in the estimate a lump sum of 500 Rs is allowed for this additional 1600 feet – The total length of the road is therefore 2 miles. 4708 feet.

The object of the 1900 feet of road from the Pambari Road to the Parappar river is not quite apparent, as there seems no reason why the Local Fund Board should go to the expense of continuing the road (with two bridges over the Parappar) to Law's Ghat: for the Collector and Sub. Collector both say that no return, in the shape of land sales, is likely to be obtained, even if the entire length of road be constructed. –

the Station as affording an agreeable walk, ride or drive – & if the road were made at the expense of Govt. all the better – I cannot find in the papers how the idea of this road originated – Probably in conversation between Mr Turner, Mr Thornhill & Mr Hughes the Exec. Engr., who all approved of it highly – The idea that house sites would be taken up all along the road as fast as it was made is decidedly speculative – There is no ~~good~~ valid reason for making it except that which made it [illegible] from the residents of Kodi a nice driving road. I hardly think we can sanction the road on the data before us.

As to the Parappar road. The bit which the Colr & Sub Colr suggest should be paid for by Govt. appears, from Mr Hughes' note, to be only 1900 feet long & is likely to cost 850 Rs.+ though the 2 Revenue officers estimate it to cost 2000 Rs. – It is the commencement of a road apparently intended to improve the house properties in that part of the settlement. The Pillar rocks road is about 3 miles long & the Parappar road about 2 1/2 – The former is estimated to cost over 13000 & the latter over 16000 Rs. including bridging. If Govt. is disposed to give a grant towards improving the station the second road seems to be likely to be more useful to the residents than the first, although if house sites had already been purchased along the line of the proposed Pillar Rocks road to the Pillar Rocks there wd. be a good case for making the road, but until they are taken up I think the Govt. wd. hardly be justified in incurring the necessary expenditure –

16/6/89

+ Exclusive of 550 Rs. in compensation

To sum up, there seems every reason to sanction the Pillar Rocks Road Estimate 13.400 but with regard to the lump sum of 850 Rs for the road North of the Parappar Valley, it would be advisable to ascertain the grounds on which it is recommended that 1900 feet of road should be constructed by Government.

6.6.89

27 ~~26~~ 27

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O.L. 134/5. Hm 5/6..

Pr. Pro. 1808 W d/ 8.7.89
„ A „ 2122 W d/ 13.7.88
„ B „ 462 W d/ 9.2.88
„ „ „ 2321 W d/ 29.8.87
„ „ „ 2227 W d/ 20.8.87
„ „ „ 1946 W d/ 21.7.87
Memo No. 2059 C d/ 18.6.87
„ „ 1847 C d/ 2.6.87
„ „ 2309 C d/ 9.7.87
G.O. Pro 1475 W d/ 1.6.87
„ A „ 578 W d/ 25.2.87

I don't see why Govt. should spend this money, or make the road at present. I would sanction the alignment of it being marked out & constituted a Govt. reserve, and ~~if this is done, the~~ would even allow the trace to be roughly cut. This will secure that applicants for house sites will make their roads to accord with it, and if it is really wanted for the development of the station it will be made in due time by the intending residents with perhaps some aid from Govt. or the Local boards.

W.S.
6 Aug.

The cost of the road would be provincial, but provincial funds would get only one fourth of the sale proceeds of the house sites.

As nearly all the house sites along the proposed line of road to the Pillar Rocks have already been applied for I w. sanction the alignment of the road & the cutting of a trace for it & offer to give in addition 1/4 of the sum realized from the sale of the house sites. This × × ×

O.L. 30/8. Hm 5/8..

3/8.

PWC N° 7060

(17) 2853

From

The Supdt. Engineer
VI circle.

To

The Chief Engineer
P.W.D

No. 382 wd
Dated 27
Despd. 29 } July 1889.

Rd 31.7.89

Encl.

Roads in Kodaikanal:—

Furnishes explanations regarding the scheme.

Hm

For orders with reference to G.O. 1808 W. d/ 8th July 1889.

5.8.89

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XXX
[illegible] the matter, applicants to take up their sites & pay for them — & probably the Local Fund Bd. [illegible] that [illegible] [illegible] grant [illegible] that [illegible] [illegible] [illegible] much [illegible] Govt.

D.H.S.

13/7/89

H.L.
16 Aug.

24

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No. 2283 W

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 20th Aug. /89

READ the following

From the S. E. VI Circle No. 138 M.D. d 14.5.89
Order of Govt. No. 1[illegible]8 W d 8.7.89
From the Deputy Engineer VI Circle. (H. E. No. 382. M.d. d/ 27th July 1889)

Print & circulate

2283

13P

1. The Govt is not prepared to bear the whole cost of making these roads at present. The alignment of the Pillar Rocks road may, however, be marked out at once, and the trace roughly cut at the cost of Provincial funds & sufficient land being taken up and constituted a Government reserve. This will secure that applicants for house sites will make their roads to accord with it, and if it is really wanted for the development of the Station, it will perhaps be made in due time by the intending residents with ~~[illegible]~~ some aid from Government and ~~or~~ the Local Boards.

Res
10 Aug.

Send to Hon. Mr. [illegible] also. & to H.E. the Govr.

See my note on P.W. C.N. 7663

D.H.S.
13/8/89

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~~The Hon'ble the Ag. Governor~~
The Rt. Hon. the Gov

The cost of the road, if made by Government, would be Provincial, but Provincial funds would be credited with only one fourth of the sale proceeds of the house sites —

Recd
7.8.89

8/8

2. Should the road be undertaken, the Government will be prepared to make a further contribution of one fourth of the sums realised by the sale of house sites; this being the amount which would be credited to Provincial funds.

3. It is hoped that these concessions will stimulate applicants to take up the sites and pay for them and induce the Local Board to aid in the construction of the road by a suitable grant.

Rgd. 30/8. H.W. 7/8.
H.S. Nespt. 13/8

Recd
16.8.89

To the Supdg Engineer VI Circle, with 14 enclos.
" Revenue Dept
" Local & Municl Dept
(To the Revenue Secy for Counter-initials) —

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2283

~~29~~ ~~29~~ 30

Govt. of 18 Madras.
PUBLIC WORKS.

Dated [illegible]

Recd Encl

G.O. 20 Augt 1889 No. 2283 W

Roads in Kodaikanal
= =

Orders on report, sub-mitted by the S. E., VI Circle, from Mr. Hughes, Ex Engr., on the subject of the construction of —

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128/9

21/8