

- (1) பக்கங்களின் எண்ணிக்கை 14
 (2) புதுக்கித் திருப்பிய நாள் 06/06/96
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 10/2

(39)
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தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

PWD துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	333 w	அச்சகம் பலவகை
நாள் :	4-2-1892	~~10/2~~

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

75 sheets

ஆவண, கா-1-18,000-15-0-37.

10/2

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper :—

From J. C. LARMINIE, Esq., Executive Engineer, Coimbatore division, to the
Superintending Engineer, IV Circle, dated 18th January 1892, No. 202.

On the 6th and 7th I inspected those portions of the old Kullar-Ootacamund road which had been most seriously damaged by the heavy rains of October and December last ; in the latter month the damage was confined to the Hills near Ooty and as far as the old ghât was concerned to that portion between Aravinghât and the cross track leading to Wellington.

2. This portion is used for wheeled traffic by the Aravinghât brewery, who made several urgent representations to me regarding the necessity for repairs, which have accordingly been carried out in the interests of private enterprise on the Hills ; but regarding the cross road leading to Wellington, I doubt if we are under any obligation to maintain it. Last year, however, the bridge on it close to the junction with the old ghât was renewed from the grant for the main road.

3. But the portion I would now draw particular attention to is that between Burliar and Benhope, which during the heavy rains of October was so much damaged that it is still impassable as a bridle-path owing to damage to the road dams and to a block caused by a huge boulder.

	MS.	FS.	FT.
The distance by the new ghât is	2	5	374
And by the old ghât	2	1	180
Difference only	0	4	194

so the question is—Is it worthwhile maintaining the old ghât at all ? To make it passable now for horses and pack bullocks will cost about Rs. 800, apart, however, from the small saving in distance. The road is probably lighter for saddle and pack animals than the new ghât with its steady uniform rise and it must be some advantage to have a second line of communication.

No. 45 W.

Copy forwarded to the Chief Engineer, Public Works Department, for favour of orders.

2. In the circumstances brought to notice, there would appear no necessity any longer to maintain the portion of old ghât between Benhope and Burliar.

(Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E.,
Superintending Engineer, IV Circle.
24th Jan. 1892.

4TH FEBRUARY 1892, No. 333 W., PUBLIC WORKS.

ORDER—dated 4th February 1892, No. 333 W., Public Works.

The Government sees no sufficient ground for maintaining, at the expense of Provincial funds, the portion of the old ghât between Benhope and Burliar. Its maintenance from Local funds is a matter for the consideration of the Nilgiri Board.

2. A sketch should be submitted showing the portions of the old ghât between Aravinghât and Wellington, referred to by the Executive Engineer. The sum spent on this section "in the interests of private enterprise" should be reported and it should be stated whether the road was previously maintained from Provincial funds.

(True Extract.)

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

To the Superintending Engineer, IV Circle.
" Examiner, Public Works Accounts.
" Local and Municipal Department.

Exd. A. D. Xavier.
Spare Copies

333 W
21

BUILDINGS AND ROADS.
CIVIL WORKS.
Govt. of Madras.
PUBLIC WORKS.

Dated February, 4th.

Recd.

Encl.

G.O., 4th Feb. 1892, No. 333 W.

FEBRUARY.

Old Ghat between Benhope and
Burliar

The maintenance of the — at the expense
of Provincial funds ordered to be discon-
tinued and a sketch and further particulars
regarding the old ghat between Aravinghat
and Wellington called for.

No 202.

Executive Engineer's Office,
Coimbatore Division,
Coimbatore 18th January 1892

333
3

From J. C. Larmine Esq.,
Executive Engineer,
Coimbatore Division.

To The Superintending Engineer,
Fourth Circle,
Coimbatore.

Sir,

On the 6th & 7th I inspected those
portions of the old Kullar-Ootacamund
Road which had been most seriously
damaged by the heavy rains of October
and December last, in the latter month
the damage was confined to the Hills
near Ooty and as far as the old ghat
was concerned to that portion between
Aravinghat and the cross track leading
to Wellington.

2. This portion is used for wheeled
traffic by the Aravinghat Brewery
who made several urgent representations

to me regarding the necessity for repairs which have accordingly been carried out, in the interests of private enterprise on the Hills. But regarding the cross road, leading to Wellington I doubt if we are under any obligation to maintain it. Last year however the bridge on it close to the junction with the old ghat was renewed from the grant for the main road.

3. But the portion I would now draw particular attention to is that between Burliar and Benhope which during the heavy rains of October was so much damaged, that it is still impassable as a bridlepath owing to damage to the road dams and to a block, caused by a huge boulder.

Miles. Fms. Feet.

The distance by the new ghat is—	2	5	3 1/4
& by the old ghat—	2	1	180
Difference only—	0	4	19 1/4 feet.

So the question is, is it worth while

Maintaining the old ghat at all? to make it passable now for horses and pack bullocks will cost about Rs 800 apart however from the small saving in distance. The road is probably lighter for saddle and pack animals than the new ghat with its steady uniform rise and it must be some advantage to have a second line of communication.

I have occ
Signed/ J. S. Larmine
Executive Engineer.

No 45
Copy forwarded to the Chief Engineer, P.W. Department for favor of orders.

2. In the circumstances brought to notice, there would appear no necessity any longer to maintain the portion of old ghat between Benhope & Burliar.

Amudrah. Buchanan

Let Col. P.W.

24th January 1892. Superintending Engineer, 4th Circle

From

The Supt Engineer
4th Circle

Dated 24th } Jan'y 1892
Despd 26th }

Sp. 45
W

Old Ghat road from
Potacamund to Kullar

Forwarding copy of
letter from the Executive
Engineer, Coimbatore
on requesting in form
ation as to maintain
the portion of —

P. W. 9

333^W
5

Read the foll'y: —

Letter from the Executive Eng^r (Circular)
Division No 202 dated 2 Aug 18. 1892.
End^d thereon by the S. E. IV Circle No 45 W d/24.1.92.

For Orders.

I see no sufficient
ground for maintaining
the ghat at the expense
of Provincial funds.
Its maintenance from
Local funds is a matter
for the consideration
of the Nilgiri Board.
I see no sufficient
ground for maintaining
the ghat at the expense
of Provincial funds.
Its maintenance from
Local funds is a matter
for the consideration
of the Nilgiri Board.

W
21 Jan

S
W
27.1

FOR ORDERS.

3334

Mem. 29-1-92 R 1-2-92

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Ex. Engr. (Circular)
Quersion ... (H.E. No 202 d/ Jan. 18.92)
Ends thereof in the S.E. IV Circle (" 45 d/ " 24.)

The Government
sees no sufficient ground
for maintaining, at the
expense of Provincial
funds, the portion of the
old ghât between Benhope
and Barliar. Its main-
tenance from local
funds is a matter for the
consideration of the
Nilgiri Board.

2. A sketch should be
submitted showing the
portions of the old ghât
between Aravighât
and Wellington, referred
to by the Executive Engineer.
The sum spent on this
section "in the interests
of private enterprise"
should be reported, and
it should be stated
whether the road was
previously maintained
from Provincial funds.

S.E. IV Circle
Ex. Engr. Accs.
Local & Muni. Dept.
(The Honble the Chief Secy.
for favor of counterint.)

8/12/92 S. 12

CHIEF SECRETARY
FEB 92
HARRIS

To the C. S. for

1-1-2-72

333 W
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C 20826

Govt. of India

PUBLIC WORKS

27/1/93

26th February 1902 No. 3334

Old Ghat between
Benhook & Barliar

The Incumbence of the —
at the expense of Provincial
funds, ordered to be discontinued
and a sketch and further
particulars regarding the
Old Ghat between Aruan
Ghat and Wellington, called

3-4/2