(1) பக்கங்களின் எண்ணிக்கை 16

(2) புதுக்கித் திருப்பிய நாள் ஜூலை 1991.

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

மாதச் ஸ்ரீர் துறை

அரசாணை எண். 2200	அச்சகம்
மு. கோப்புத் தாள் எண்.	பலவகை

நாள் : 29.8.1893. 198 .

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

ஆவண. கா-1—18,006—15-6-87.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

2200
11.

Buildings and Roads.
Civil Works.

READ—the following paper :—

G.O., dated 13th May 1892, Mis. No. 2387, Revenue.

Read—the following Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), dated 2nd May 1892, Mis. No. 4006 :—

Read—the following letter from the Collector of Malabar, dated 1st April 1892, Ref. on C. No. 892-P. 192. :—

With reference to para. 2 of the Board's Proceedings, dated 29th February 1892, Mis. No. 2076, I have the honour to state that in para. 3 of my letter, dated 24th May 1891, Reference on Current No. 1892/P. of 1891, printed with G.O., dated 1st June 1891, No. 477, I recommended the reconstruction of the Chundale-Mysore road as likely to afford immense relief in times of scarcity. I did not pursue the subject because the scarcity prevailing in Wynaad itself subsided and since then the Department of Public Works has, I understand, been engaged in framing an estimate for the road.

2. In the event of its being found necessary to give employment to distressed laborers, I am of opinion that no better work than the reconstruction of this road could be selected. The magnitude of the work and the situation of the road with regard to Mysore will not only afford ample and convenient means of relief, but a reconstruction of the road, so that it may be passable at all times of the year, will do much to protect the Wynaad against scarcity in adverse seasons and will serve to develop this part of the country.

3. The enclosed copy of a letter, with its enclosures, addressed to me by the Wynaad Planters' Association will show that the taluk is dependent on Mysore for its supplies of ragi and grain. Ragi is the staple food of laborers in Wynaad, and, in para. 6 of bis letter, the Honorary Secretary, Wynaad Planters' Association, states that at Sultan's Battery the prices which range from 16 to 25 seers per rupee in fine weather rise to 11 to 16 seers during the rains. For many years past the state of the road has been a constant source of complaint and the maintenance of it in anything like a satisfactory condition is quite beyond the resources of the Local Fund Boards.

ENCLOSURES.

From J. F. JOWITT, Esq., Acting Honorary Secretary, Wynaad Planters' Association, to the President, District Board, Malabar, dated Vayitri, 13th December 1891.

Referring to your letter, dated the 27th October 1891, No. 593 C.&D., I have the honour to address you on behalf of this association regarding the Chundale-Mysore road—

(1) The state of this road, as you are well aware, has been a constant subject of complaint, and, until it is formed into a permanent one for heavy traffic, it must continue so.

(2) The portion chiefly referred to in the following is that from the 60th mile stone to the frontier.

(3) During the dry months the road is in fair order, but, at the commencement of July, it becomes practically impassable and continues in this state till the October sun dries the mud which then stands in hammocks. These are broken up, thrown into the ruts and beaten down and the road opened for traffic till the first north-east showers render the last state of the road worst than the first. Such repairs are doubtless economical, but can hardly be called road-making.

(4) The condition of the road affects the supply of labour on which we are dependent for the cultivation of our estates; ragi can only reach us from Mysore and the Tamil coolies now largely employed in Wynaad are adopting it as their food in place of rice. The laborer will naturally seek employment where he can live the cheapest and the high cost of the necessary

means of subsistence has reacted in causing labour that used to seek employment in Wynaad to take service in Coorg.

(5) It likewise affects the local population severely at the commencement of the monsoon. This year many of the Kurumbers, Mutcher Kurumbers and Mutcher coolies with families were actually in a state of semi-starvation, having to divide the scanty amount they could earn amongst so many mouths.

(6) It is difficult to collect statistics of the price of grain, cart-hire and rent of tolls, but I believe I am right in saying that there is considerable difficulty in obtaining an offer for the latter and the schedules hereto appended show the high rates at which grain sells at Sultan's Battery and this as regards ragi and grain affects the whole district. As drawn out in form B, the rise in price (especially noticeable in 12 months ending 30th June 1891) follows the state of the road. This is more marked in the prices of ragi and grain, for a supply of which Wynaad is solely dependent on Mysore. These prices have been collected from Kempa Gouda, who is apparently the only grain merchant in Sultan's Battery bazaar. I inquiries from other sources show that prices have ranged for the last few years from 16 to 25 seers ragi during the fine weather to 11 to 16 in the rains and from 9 seers rice under favorable circumstances of transport to 5½ seers (the price in October last) under the reverse. I may mention that even in the famine years rice was never much below 5 seers for a rupee.

(7) It has been said that we should educate those interested to lay in a stock of grain in the fine weather to carry them through the months that the road is closed, but it must be remembered that the population mostly affected is the immigrant one, namely, the estate coolies, who only arrive in Wynaad in any numbers at the commencement of the monsoon when the condition of the road is at its worst. With them arrive the traders in grain who come up merely for the season, making their harvest when they can and have neither capital to lay in stores of grain nor inducement nor stamina to reside in Wynaad during the hot season.

(8) We have, therefore, the honour to solicit your recommendation to Government of the desirability of converting this road into one capable of carrying heavy traffic during the (*wet*) season; it is a matter that affects the welfare of Wynaad and we feel assured that you recognize the necessity as much as we do.

A.—Price list of grain for the years 1889, 1890, and 1891 at Sultan's Battery.

Months.	1889.			1890.			1891.		
	Rice for 100 seers.	Ragi for 100 seers.	Gram for 100 seers.	Rice for 100 seers.	Ragi for 100 seers.	Gram for 100 seers.	Rice for 100 seers.	Ragi for 100 seers.	Gram for 100 seers.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
January ..	11 0	3 12	6 0	9 0	6 0	5 8	9 0	3 12	6 0
February ..	9 0	4 0	6 0	9 0	5 0	8 0	10 0	4 0	6 8
March ..	9 8	4 10	5 8	10 0	5 0	8 0	11 0	4 8	6 0
April	10 0	4 3	6 0	10 0	5 4	8 0	11 0	4 8	5 4
May	10 0	4 0	6 4	10 0	3 8	8 0	11 0	4 0	6 4
June	9 12	5 0	6 0	10 0	3 4	8 0	13 0	5 0	6 4
July	11 0	3 14	5 8	10 8	3 8	8 0	12 8	5 0	6 4
August ..	11 0	4 12	7 0	11 0	3 8	8 0	13 0	5 8	7 0
September ..	11 0	4 12	7 0	9 8	4 0	8 0	12 8	5 0	8 0
October ..	11 8	4 14	7 0	11 0	4 4	8 0	14 0	7 0	7 0
November ..	11 8	5 0	7 0	11 4	4 0	7 0	13 0	5 0	8 0
December ..	13 0	5 0	7 0	11 0	4 13	7 0	..	..	..

B.—Price of grain at Sultan's Battery for 1889–90, 1890–91 and 6 months ending Dec. 1891.

Months.	For 12 months ending June 1890.			For 12 months ending June 1891.			For six months ending December 1891.		
	Rice for 100 seers.	Ragi for 100 seers.	Gram for 100 seers.	Rice for 100 seers.	Ragi for 100 seers.	Gram for 100 seers.	Rice for 100 seers.	Ragi for 100 seers.	Gram for 100 seers.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
July 1889 ..	11 0	3 14	5 8	10 8	3 8	8 0	12 8	5 0	6 4
August ..	11 0	4 12	7 0	11 0	3 8	8 0	13 0	5 8	7 0
September ..	11 0	4 12	7 0	9 8	4 0	8 0	12 8	5 0	8 0
October ..	11 8	4 14	7 0	11 0	4 4	8 0	14 0	7 0	7 0
November ..	11 8	5 0	7 0	11 4	4 0	7 0	13 0	5 0	8 0
December ..	13 0	5 0	7 0	11 0	4 13	7 0	..	..	..
January 1890..	9 0	5 0	7 0	11 0	4 13	7 0	..	..	..
February ..	9 0	5 0	5 8	9 0	3 12	6 0	..	..	..
March ..	10 0	5 0	8 0	10 0	4 0	6 8	..	..	..
April	10 0	5 0	8 0	11 0	4 8	6 0	..	..	..
May	10 0	5 4	8 0	11 0	4 8	5 4	..	..	..
June	10 0	3 8	8 0	11 0	4 0	6 4	..	..	..
		3 4	8 0	13 0	5 0	6 4	..	..	..

Read—letter from the Collector of Malabar, dated 22nd April 1892, No. 1368-P.

ABSTRACT.—Returning the enclosures called for in the Board's reference, dated 7th April 1892.

3200/2

Resolution—dated 2nd May 1892, Mis. No. 4006.

The Chundale-Mysore road will be entered in the programme of famine relief works for the Wynaad taluk, Malabar district. There seems, however, no likelihood that the work will be required at an early date.

Order—dated 13th May 1892, Mis. No. 2387, Revenue.

Recorded.

(True Extract.)

(Signed) N. S. BRODIE,
for Ag. Under-Secy. to Govt.

No. 1528 W.

Communicated to the Superintending Engineer, IV Circle, with reference to his endorsement No. 89 W., dated 22nd February 1892.

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

19th May 1892.

Inspection Notes, 1st to 14th November 1892.

Vayitri-Gúdalúr road.—The original estimate for this road was sanctioned in October 1885 and the work was commenced in March 1886. In June * 1891 the revised estimate (Rs. 6,60,700) still in force was sanctioned.

* See G.O., No. 1722 W., dated 26th June 1891.

2. The work is now approching completion as there remains little to be done except—

(*a*) Construction of the Sipathi bridge at 43 miles from Vayitri.
(*b*) Raising the Kunambetta bridge at 5 miles 7 furlongs.
(*c*) Putting the new girders on the Kanuth bridge at 0 miles 6 furlongs near Vayitri.

There were questions connected with all these which required decision, which after inspection on the spot with the Executive Engineer was arrived at.

3. With reference to (*a*) it was originally intended to put the new iron superstructure sent from England on the masonry work of the existing wooden platform structure, but the designer in England having taken the spans stated to be that between the centres of bearings instead of *clear* between the abutments as was intended, the iron work is 3 feet too short to suit the existing work, and the old masonry not being of a character to warrant adding to and patching, it has been decided to build an entirely new structure just on the upstream side of the present one, and the necessary instructions with drawings were given to the Executive Engineer.

4. As regards (*b*) the iron work from England was put on the abutments of the previous wooden platform work, some patching being done to accommodate them to the span of the iron work; but, as the roadway is carried on the top member of the girders, which are 4 feet deep, and the masonry was not raised, there is not now sufficient headway and the water in the river has already on one occasion risen to above the bottom of the girders. There is also a record of a flood some 3 feet higher and there is nothing for it but to raise the bridge 8 feet;—to accommodate the masonry work to these new conditions required careful consideration;—instructions and sketches given to Executive Engineer.

5. In connection with (*c*), the Kanuth bridge, there is a difficulty similar to that noticed as regards the Sipathi bridge, but it is rendered greater by the former having three spans and therefore two piers as well as two abutments to be altered to suit the iron work received from England; the raising required on account of the form of girders received is five feet and it has been decided that in carrying out this raising the piers and abutments are to be corbelled out to reduce the spans to what will suit the girders. The material to be used is that of the existing work, namely brickwork, but under the bed stones is to be a complete course of ashlar. A sketch with instructions was given to the Executive Engineer. Whilst the existing wooden superstructure is being dismantled, the masonry work raised, and the new iron superstructure put in position, traffic will have to be accommodated by a diversion and a ford; the Executive Engineer fears that, as no bricks are ready, he will not be able to get the work carried out in this working season; but, as the number of bricks to be burnt and quantity of work to be done are small, there seems no reason why the work should not be done before March; care must be taken whatever arrangements are made that there is no risk of interruption of traffic when coffee is being sent to the coast.

The left bay of this bridge is blocked up for more than half its height by earth either originally left there or deposited by successive floods; this should be kept entirely clear of vegetation and have cuts made through it to enable floods to remove or partially remove it.

The approach to this bay is also masked by a row of clumps of bamboos along the edge of the stream, which must be removed and eradicated even if compensation has to be paid for them; as matters now stand it is not to be wondered at that floods are said to be considerably headed up by the bridge.

6. The road, as a whole, is an excellent one, and especially in the difficult country about "Sheardale" and "Balcarres" shows every evidence of great care having been taken to get the best possible trace; there can be no doubt that it is a great boon to South and South-east Wynaad and the important plantations situated there; it also seems by no means improbable that the gold-mining industry in that part of the country may yet revive and become of importance under more sane and economical arrangements than those which caused the collapse of the former "boom."

7. The *maintenance* of the road requires, and will require for some time to come, special attention. As it was not possible to get a steam-roller to work on it, the consolidation of the metal is not in some places all that could be wished; the traffic being almost entirely that of bullock carts all with precisely the same gauge and which follow exactly in one another's tracks wears two grooves in road surface; these, if not frequently attended to, will soon become deep troughs which will hold water and lead to rapid disintegration of the road. The filling in of these ruts with rammed and rolled metal after slightly picking up their surfaces and the ramming down and rolling of all places, where the existing metalling of the road appears shaken or loose, are the chief maintenance requirements, though of course attention to side drains and masonry works must not be neglected.

Road from Chundale viâ Sultan's Battery to the Mysore frontier—Length* 31 *miles.*—This road is of great importance to the planting interests of South and South-East Wynaad, because along it comes from Mysore most of the grain (ragi) for the food of the plantation coolies. It finds a place in the scheme for the improvement of the communications of Wynaad dealt with in Colonel Sankey's memorandum printed with Proceedings of the Madras Government No. 1416 W., dated 6th June 1882, and it received notice in Proceedings of the Madras Government No. 448, Revenue, dated 25th May 1891; No. 477, Revenue, dated 1st June 1891; and No. 2387, dated 13th May 1892. In June last the Superintending Engineer sanctioned Rs. 960 for an establishment to complete survey, plans and estimates for the improvement of the whole road and these are far advanced. For the portion of the road from its commencement to Sultan's Battery, the Executive Engineer says the estimate will come to about 2 lakhs, including some Rs. 35,000 for a diversion between 41 miles 7 furlongs† and 44 miles 5 furlongs; but, after inspection, I do not consider that the proposed diversion, which would add 2,000 feet to the length, is worth

* At 2¼ M. Vayitri on the Gúdalúr road.

† Mileages from Calicut.

carrying out; indeed, I cannot see sufficient grounds for expecting that Provincial funds should bear any of the cost of dealing with this portion of the road, which may be kept in very passable order with a moderate maintenance grant from Local funds; but the matter is different between Sultan's Battery (60 M.) and the Mysore frontier (72¾ M.); for a great part of that distance, the road has never been properly formed and has been injudiciously dealt with, put into cutting where it should have been raised above the general surface of the ground and so on, and there are stretches of considerable length over which in the rains wheeled traffic may be said to be impossible and even pack bullocks are only enabled to pass by the expedient of covering the surface with a rough "grille" or coarse matting of split bamboos. For remodelling this twelve and three-quarters miles of road and putting it into first-rate order with proper gneiss metalling, the Executive Engineer says the estimate will be about 1½ lakhs; this doubtless is for carrying out a "counsel of perfection" along the whole distance, but by devoting attention exclusively to the worst parts, one-third of that sum would make the road always passable for carts; even that smaller sum, however, is, I understand, quite beyond the powers of the Local fund to provide, and, considering the considerable public interests to be served, I think some assistance may well be afforded, if possible, from Provincial funds.

MADRAS,
15th December 1892.

(Signed) G. T. WALCH,
Ag. Chief Engineer, P.W.D.

ORDER—dated 20th December 1892, No. 3485 W., Public Works.

The inspection notes of the Chief Engineer will be communicated to the Superintending Engineer, IV Circle, for guidance.

2. A sum of Rs. 30,000 will be provided in the Provincial budget of 1893–94 for the Chundale-Mysore frontier road, and the Chief Engineer will take steps for having an estimate prepared for dealing efficiently with such portions of the road as now prove a serious hindrance to traffic.

(True Extract.)

(Signed) G. T. WALCH,
Ag. Secretary to Govt., P.W.D.

To the Superintending Engineer, IV Circle.
" Local and Municipal Department.
" Honorary Secretary, Wynaad Planters' Association.

Exd. A. D. Xavier.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1892} Madras.

PUBLIC WORKS.

Dated December, 20th.

Read.

Encl.

G.O., 20th Dec. 1892, No. 3485 W.

DECEMBER.

Vayitri-Gudalur Road and Chundale-Mysore frontier Road

Inspection notes of the Chief Engineer on the —, communicated to the Superintending Engineer, IV Circle, and Rs. 30,000 ordered to be provided in the Provincial budget of 1893–94 for the Chundale-Mysore frontier road.

No. 375 D.D. 12.6.93 Cir 5064

Overseer W.S.B.D. Rebello — ordering to refund the 22/2 overpayment of Rs 91.6.3 & to be put down 15 places on the list of Overseers 1st Grade for Carelessness in taking the measurement of a revetment on the Vayitri Gudalur Road.

Cir 7185.

Ref

Papers on above subject are at present under the personal report on Mr Rebello may perhaps be taken in mitigation of his previous carelessness.

Cir
18/8/93

Executive Engr's Office 4th
West Coast Division.
Camp Gudalur 14th Aug 1893

2200/5

J. M. Bell, Esq.
Executive Engineer,
West Coast Dn.

The Supdg: Engineer
4th Circle, Coimbatore.

I have the honor to re-
port heavy rain fell on
the 6th instant and
day over the South
road and much has
been washed away it is said for
twenty years.
Several landslips oc-
curred between the 34½ to 46th mile
Vayitri-Gudalur Road
at 38/4, 39/5, 39/6
miles. These blocked up
the way for over 100 ft in
length

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1892} Madras.

PUBLIC WORKS.

Dated December, 20th.

Read.

Encl.

G.O., 20th Dec. 1892, No. 3485 W.

DECEMBER.

Vayitri-Gudalur Road and Chundale-Mysore frontier Road

Inspection notes of the Chief Engineer on the —, communicated to the Superintending Engineer, IV Circle, and Rs. 30,000 ordered to be provided in the Provincial budget of 1893–94 for the Chundale-Mysore frontier road.

Executive Engr's Office 4th
West Coast Division,
Camp Gudalur 14th Aug 93

No. 76/C

From

J. M. Bell, Esq.
Executive Engineer,
West Coast Dn.

To

The Supdg: Engineer
4th Circle, Coimbatore.

Sir,

I have the honor to re-
port that heavy rain fell on
the night of the 6th instant and
following day over the South
East Wynaad and such has
not happened it is said for
the last twenty years.

2. Several landslips oc-
-curred between the 34½ to 46 mile
on the Vayitri-Gudalur Road
the largest being at 38/4, 39/5, 39/6
and 42 miles. These blocked up
the roadway for over 100 ft in
length

length as each place.

3. In the 35 mile a Culvert got blocked up by the earth slip which brought down a large tree and stones from the hill above and consequently the water flowed down and across the road washing it off in places for a length of 250 ft with the turfing. In 37/7 mile a slip occurred in the hill opposite and contracted the waterway of the stream below sending the current against the wall that protects the foot of the road embankment sweeping it away for about 300 ft; also the high embankment above for 60 feet.

4. Nadgani Bridge in 39/5 miles. This bridge has a waterway of 15 ft and roadway formed over Corrugated iron sheet on plate girders. The corner of the right abutment

abutment and wing wall on upstream side has been washed off for about 6 feet and this extends down to foundation 220/6 feet. It is supposed to have been caused by trunks of large trees striking against it, but as the damage extends so far down it is feared the foundations have been undermined. The outside girder is Exposed and I am having transverse beams put under it beside the abutment and securely propped up with timber. As there is about 7 ft of water standing here a detail examination could not be made. To relieve the bridge from any strain from traffic passing over it I have opened the old approach above and shall divert all carts this route. A watchman will be stationed here during the

the night time with light to attend to the traffic.

5. Sleepathey Bridge on 4½ mile. This has been lately finished but not opened to traffic. No damage has been caused although the floods rose 2f above what is regarded as "flood level". A rent ment was constructed on the upstream side 2f above this level but was submerged a foot; it is necessary therefore to raise it 3f more so as to give a margin of 2f above the last floods.

6. I may add that there was no obstruction to traffic throughout as a temporary road was formed in the places where the block of earth was too high to remove immediately. The slips are being removed without delay while the dangerous places are being railed off to keep carts from going too close to the edge of embankments.

I shall give a more detail report in a few days and estimates will be submitted for the special repairs. The Overseer Mr Rebello and his establishment have worked very well in keeping the road-way open and attending to the dangerous portions.

J Kane Lt. Col.

Sergt J. M. Bell
Executive Engineer

No 318/E.W. of 15th August 1893.

Copy submitted to the Chief Engineer for information. It appears that complaint is being done to keep the road open

Lieut Colonel Major R.E.
Supdg Engineer 4th Circle

S.D.S.

P. W. CURRENT No. 7185

No 3485 W/J 20.12.92
" 3750 9/12.6.93

From
The Supt. Engineer
IV Circle.

No 2200 W/J 29. August 1893.

Recorded.

Dated 15th
Desp.d 17th } August 1893
Rec.d 18th

No 318
E.W.S.

Land Slips on the Road between Vayitri and Gudalur. Reports on the -

D.C. 1/9

Ex. 231