(1) பக்கங்களின் எண்ணிக்கை 14

(2) புதுக்கித் திருப்பிய நாள் 19/92

(3) ஆதாரங் குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

பொதுப்பணித் துறை

அரசாணை எண்.
மு. கோப்புத் தாள் எண். 789 W

அச்சகம்
புலவகை

நாள் : 22.3.1893 199

மடிக்கவோ கண்டபடி கையாள்வோ கூடாது.

ஆவண. கா. 1—18,006—6-9-90.

PWD

289/1

Coonoor Ghat Road

The enclosed letter No. 34 d/14 March 1893 from the Collector of the Nilgiris and the reply No. 1309 d/15 March 1893 are submitted for the information of Government.

2. The Inspection notes of 12th 13th and 14th instant already submitted have described how matters were on 13th instant. On that night there was very heavy rain, and again I believe, but am not sure, on the night of 14th, which caused more slips, and this will to some extent account for the difference of the description of the state of the road as given by myself and by the

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I hope the worst is now over - from the telegram of the 21st it wd appear as if it was. But the railway people must not be allowed to spoil the road. It is apparently all their fault - & they shd be stopped

W 26 Mar.

I am more inclined to believe Mr Walch's account of the state of the ghaut than Mr Wolfe Murray's, and as we hear daily of passengers from Madras arriving at 4 pm at Ooty, things cannot be so bad as the Collector represents.

The Military Works Engineer & the military labour would never work under the Civilian Engineer and I don't think the PWD should abdicate its duties by making over any portion of the ghaut to the independent charge of the Military Works man. Nor is there in my opinion the least necessity for anything of the kind. The military should be resorted to only in case of sudden & excessive damage to the upper portion of the Ghaut. I think that one additional subordinate, or two, with strong & permanently employed gangs of coolies will be quite sufficient to prevent any more than very temporary obstruction to traffic. The monsoon is not the worst season.

24/3/93

22 Mar

Collector in his letter No 37 d/16 March 1893 to the Chief Secretary Lewik, but part of the difference I think must arise from the Collector's bias, unconscious doubtless, towards making the worst of the case, and mine towards making the best of it.

3. The "one point" at which the Collector and his fellow passenger had to push the tonga is doubtless the place in 21st mile where in my Inspection notes I describe the creeping "mud avalanche" from the railway spoil, which it is impossible to keep quite clear when it is moving down and which must at such times be found an obstruction for a furlong or so

289/2

every morning before such labour as is available has had time to reach the spot and deal with it.

4. Labour on the hills cannot be got to stir out till late in the morning and then it generally has considerable distances to go to its work, and it is a pity that the Collector did not state what he found to be the case on his return along the road in the afternoon and, if he returned by tonga at how much less than what may be called "the normal rate" he then travelled.

5. That the road is being utterly neglected as the Collector would

apparently have it believed is disproved by the fact that though the great flood of 27th & 28th February and subsequent not exceptionally heavy rains had caused great injury to the road matters were as I found them and passenger conveyances were running without any delay on the 13th and certainly two or three days after the date of the Collector's letter of 16th the tongas were running without delay and passengers were making the journeys without inconvenience between Kullar and Ooty. A telegram from the Executive Engineer Coimbatore Division, d/21st instant is attached to this.

6. The present depleted

state of the Engineering staff of the Department makes it quite impossible to send a special officer for the Ghât work but an extra subordinate has been sent to the Division, most stringent orders have been given to ensure every effort being made to get the road once again into good order and to keep it so, and both the Superintending Engineer and [illegible] Executive Engineer will give it much personal attention.

7. It is so difficult to obtain labour when and where required that I think the suggestion that a military Works Officer be deputed to Coonoor to work with 160 men of the Royal Scots in the Six mile

of the road immediately below Coonoor (11-17) is a good one, it would be even better to go on to 10 miles from Coonoor (21 miles from Ooty). The officer and party would have to work under the orders of the Civilian Executive Engineer of the Coimbatore Division or the portion of the road to be so dealt with would have to be transferred for the time, entirely to the Military Works Department; the latter course I would recommend in order to avoid any possibility of the friction, which, unfortunately, such a course as the former generally results in.

8. As regards the permanent employment of a Company of Sappers I believe it would be more expensive than the result would warrant.

9. The necessity for

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insisting on the Railway Company carrying out its obligations as regards the diversions of the road which it has made will be again brought to the notice of the Consulting Engineer for Railways; it is the incomplete state (as regards the sloping off of the side of the cutting) of those diversions and the result of the Works generally where they lie above the Ghât road that has led, and is leading, to by far the greater part of the injury to the road and to all the really serious obstructions between Kullar and Coonoor – and I trust it will be remembered that this Department has no control in any way whatever over the actions of the Railway Company and that months ago the unsatisfactory way in which the diversions were kept and the certainty that at those places "masses of earth and rock are certain to come down with possible danger and stoppage to traffic" were pointed out (See para 7 of Inspection Notes).

H. W.
22/3/93

Special

B

~~The Hon'ble Sir Henry Stokes K.C.S.I.~~
(2) His Excy. the Governor
(1) The Hon'ble Sir Garstin C.S.I.

The Ry. Compy. must be compelled to make the diversion permanent & good for traffic

22 Mar

& order issued - vide G.O. 789 W dated 27th March 93.

Approved - by cutting the bank back in steps of some ... top.

circ 23/3
Hon. 22/3 R 23/3

No. 517

Office of the Executive Engr.
Tanjore Dn.
Dated 12/13 February 1893.

From
G. B. Lambert Esqr.
Executive Engineer
Tanjore Division.

To
The Superintending Engineer
V. Circle
Madras.

Sir

Referring to your endorsement No. 5471 dated 4th February 1893 on orders of Government No. 11 W dated 9th January 1893 on Provincial C. I. statement in respect of Completion Reports for the quarter ending 30th November 1892 I have the honor to report as follows.

Item 19 Vettar Right Bank straight cut Estimate Rs 9490 bearing Register No. 345/9.90.

The work was completed in December 1892 and not October as reported by the Examiner and the Completion

Report for the same submitted on 1st February 1893 bearing No 120.

Item 20 Cauvery Mahimalayar both banks masonry works Repairing Estimate Rs 630 Register No 364/91-92.

The work is not yet completed. There has been an outlay of Rs 28 met in December 1892 so that the total expenditure thereon stands at Rs 583-3-11 against an estimated provision of Rs 630.

The Completion Report for the same will be submitted as soon as the work is reported as completed.

I have &c.

(Signed) G. B. Lambert
Executive Engineer Tanjore.

Copy

No. 77 W.

Submitted to the Chief Engineer P.W.D. with reference to orders passed in G.O. No. 11 W. dated 9th January 1893 on the Provincial C. I. statement for the quarter ending 30th November 1892 items 19 & 20.

The

P/6

The explanation from the Execu. Eng. South Arcot division as to the cause of delay in the submission of the completion reports or statements will be submitted when received.

J Hamm
Superintending Engineer
V Circle

1st March 1893.

No. ~~2084~~
2685

Supg. Engineer
Fifth Circle

To
The Chief Engineer
P. W. Department

Dated 1st March 1893
Recd 20-3-93

Encls.

5. 10. 92. 2761 W
9. 1. 93. 11 W
8. 3. 93. 1098 C.

No. 77 W.

Provincial O. I

Statement in respect of Completion Reports for the quarter ending 30th November 1892.

Submits the explanation of the Ex: Eng Nazare regarding the — with reference to orders passed in G. O. No 11 W dated 9th January 1893.

2202
20 MAR 1893

No 1098 C d/ 8 March /93
do C

For note and favour of return

OHB
6-3-93

No. 911 C d/ 18-3-93 C.E.

To W.

Returned with the following remarks:-

Item No.19. This work was reported completed by the Executive Engineer in Schedule of Expenditure for July 1892 and was therefore included in the Quarterly Report (first) for the quarter ended 31st. August 1892 and again in the one ended 30th. November 1892. The completion report for the work has since been received.

Item No.20. A note has been made for exclusion of this item from the Quarterly Report now under preparation.

C.

Recorded

22/3/93

No 789 Wd/22nd March

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Extract from Inspection notes by the Chief Engineer P.W.D on Kullar River Works and oonoor ghât 12th – 13th – 14th March 1893.

Forwarded to the Consulting Engineer for Railways for very early attention.

The Railway Company should be compelled to put the place in question in complete order to the satisfaction of the Superintending Engineer without delay

22/3/93

W

The Consg Engineer for Railways with extract.

22/3/93