

(1) பக்கங்கவின் எண்ணிக்கை

(2) புதுக்கித் திருப்பிய நாள்

(3) ஆதாரங் குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P. W. துறை

அரசாணை எண்.
மு. கோப்புத் தாள் எண்.

அச்சகம்
பலவகை

நாள் :

19.1.1856 199

மடிக்கவோ கண்டபடி வையாளவோ கூடாது.

ஆவண. கா. 1-18,006-6-9-90.

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Kotaghere 4th January 1894

To

C. F. Mac Cartie Esq^r C. S.
Private Sec^y to H. E. The Governor
Government House
Madras

Sir

We the undersigned have
the honour to request the favour of
you, in presenting the following pro-
posal for the consideration of the
The Right Hon^{ble} Bulby Lawdy
Baron Winlock G. C. J. E.
Governor and Resident in Council
Fort St George. Madras.

It is for the construction of a road from
a place on the Mettapolium - Ko-
taghere Ghat road to a place on the
Kotaghere - Coonor road so that the
Kotaghere Ghat road may be used in-
stead of the present Mettapolium - Co-
onor Ghat road to accommodate either
a minor or major part of the general
wheel traffic of the Nilgiris.

The road proposed would be about
two miles longer to the upper part
Coonor and to Wellington, but
would have easier gradients. A
part of the connection would be at

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per than 1 in 24 while the Coonoor
Ghat road is 1 in 18 1/2

2ndly Zigzags would also be avoided
which would be compensation for
a slightly narrower road inferiorly
metal-lid. But we suppose it is
intended to rectify the last defect
in the Kotaghere - Mettapolium
Ghat in any case when funds are
available.

3rdly The crossing of the drainage
of the country would be avoided, away
and therefore floods which might
injure bridging and stop traffic
on both the Nilgiri Railway and
Coonoor Ghat road would have
no bridging of consequence on
the proposed road to injure.
There would be no Kullar or other
river to cross.

4thly The country passed through
is less precipitous than that of
the Coonoor Ghat and therefore
liable to less injury by landslips.
Landslips have occurred on the
Kotaghere Ghat road but the
expenditure on repairs in con-
sequence has been slight in
comparison with the same
on the Coonoor Ghat road. And
the places where such occur.

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could be avoided at a very moderate expense.

5^{thly} This road would not cross nor run alongside the Helgin Railway, except at the Junction, so that landships from one would not affect the other.

6^{thly} It would be easier to keep the proposed road in a sanitary state than the Coonoor Ghat road and thereby reduce mortality in cases of cholera or other epidemics.

7^{thly} After completion of the railway now under construction, the traffic on the Coonoor Ghat road will be very slight, and insufficient to warrant the expensive upkeep of that road; the upkeep of the proposed road would then be sufficient for Kotaghere, Coonoor and Wellington.

8^{thly} The proposed connection would cost little more than the estimated cost of re-erecting the Kullar bridge.
9^{thly} For a small extra expense (three miles of easy road) another road to Ootacamund would be available so easy as to be nearly ready to receive rails for a narrow gauge Railway (like the Darjeeling) for a distance of 17 miles from Ootacamund.

We believe that if this line of count

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had been selected in the first instance for communication (whetted) with Coonoor and Wellington and Ootacamund a great saving of funds would have resulted; and that an inexpensive railway would now be connecting those three places with Mettupalayam.

In March last Mr Redmond in consequence of the washing away of the Kullar bridge, landslips, &c. on the Coonoor-Mettupalayam ghat road, and on account of its insanitary state which suggested increased mortality in an outbreak of Cholera or other epidemic brought to the notice of the Collector that an alternative road could be constructed for about the sum required for the reconstruction of the Kullar bridge, a road that would be available in an emergency as a military road when the other might be rendered unfit, as it was then, by floods. The proposal could not be entertained by the Collector who passed it on to the Superintending Engineer D. P. W. who was also unable to entertain it as an alternative to the re-erection of the Kullar bridge.

What has occurred since has shown, still more, the advisability

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Indi 80/310W of
16 May 1893

of having a road which could be used in any weather or emergency and which would cost only a trifle more than the Kullar bridge to construct.

As neither the Collector nor the Chief Engineer D. P. W. are in a position to entertain the proposal we submit it for the special consideration of His Excellency the Governor.

Proposal

We the undersigned undertake for the sum of Rs 60,000/- to make a road 16 ft wide to connect the Kotaghere Mettapollium Ghat road with Coonoor and Wellington so as to make the distances to those places about two miles more than by the present Coonoor Ghat road. On the proposed connection there would be no gradient in excess of 1 in 24 (the other is steeper 1 in 18½). And the above sum includes an iron bridge of 60 ft waterway over the largest stream to be crossed. This stream would be crossed not far from its source where it does not carry much water and where it is fordable two or three hours after the heaviest rain.

It will give us much pleasure to wait on His Excellency or anyone he will appoint to explain

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the proposal more in detail.

With a request that you will be so
good as to place the proposal before
H. E. at your early convenience

We have the honour to be

Sir

Your most obedient servants

M. Redmond
Wm. C. C. C. C.
J. M.

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Memorial
Petition from Mr. M. T. Redmond,
another, Kotagiri

DATED 4 January 1894.

TRANSFERRED to the Secretary to Government,
Public Works Department, for disposal

(By Order.)

W. M. L. S.

Private Secretary

GOVERNMENT HOUSE,
S. M. L. S.
9 January 1894.

P. W. CURRENT No. 137

(1894) DEPARTMENT

From C. F. Mac Cartie Esq. J.C.S.
THE PRIVATE SECRETARY TO THE

RIGHT HONORABLE THE GOVERNOR,

To

THE SECRETARY TO GOVERNMENT,

Public Works DEPARTMENT.

Dated 9th January 1894.
Received 10th January 1894.

ENCLOSURE - /

Subject.

Memorial
TRANSFERS a petition from Mr. M. J. Redmond
and another praying for the
construction of a road from a
place on the Mettupalanigum -
Kotajiri Shat Road to a place
on the Kotajiri - Coonoor road.

No. 1310W of 16-5-93
- 2548W - 7-10-93
- 2684W - 23-10-93

Chv. 137

For orders. ✓

The Govt. has already
decided against this
proposal - vide G.O. 1310W
d/16 May 1893.

L.P.

10 Jan 94

The proposals are
the same as those
already rejected
with the exception
that Mr. Redmond
now puts the figures
at Rs 60,000
instead of Rs 40,000.

It might be a
unanimous view
the alternative route,
but not worth the
money -

Dall
10 Jan

J.O.

H.E. the Council in
Council has already
decided in G.O. No.
1310 of 16 May 1893.
That the proposals
cannot be adopted, and
is unable to alter this
decision -

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11/1

PROCE

12/8

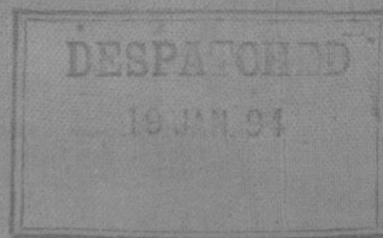
Memorial from Mr. Redmond & another
sent to them by the Private
Secy. to H.E. the Governor - " of 9 January 1894.

No 172. W of 19 January 1894
OF THE MADRAS GOVERNMENT.

Read the following

H.E. the Governor
in Council has already
decided in G.O. No. 1310
of 16 May 1893 that
proposals cannot
be adopted, and is unable
to alter this decision -

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M. S. Redmond Esq

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15/1

proposal to construct
road to connect Coonoor
and Wellington with the
Tatagiri-Mettapallichi ghat
road.

Mrs

No 172. Wd/19 January 1896