

Public Works (1896) ⁹³⁸² Department.

G.O., No. 3191 W

DATED 7th November 1896.

[Despatch Abstract.]

Salem - Yercaud Cart road. Directing that
the alternative trace for the — suggested
by Mr. O'Connell be at once surveyed
and estimated for.

BACK PAPERS.

FURTHER PAPERS.

DEPARTMEN

No. 31912 of 7th November 1896.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

From the Superf. Expt IV since no 50 W of 12' acc, 18

143. The Governor
in Council directs that
the alternative trace suggested
by Mr. O. Connell be at
once surveyed & estimated
for - The Govt. would be
glad if the detailed plans
& estimates could be sub-
mitted in time to allow
of the works being considered
in connection with the
Budget for 1897-98.

Note. The Ponder Committee usually sits early in December. There has not been the usual position list of the new films & estimates being ready by then. They will probably take some months to prepare. The work however might be done by the former in the Ponder list, & an allotment provided for 1977-78. C₂

To The S.S. IV Circle
with 61 enclos., and
returned with the
new estimate -

(B to note, & to include the work in the Budget programme) 11/11/5

*Salem - Yercaud
Cart road*

P. W. DEPARTMENT.

Read the following:—

From The Supl^y. Engineer IV Circle No 50145/12.10.24

FOR ORDERS.

*but the proposed new line be surveyed and
intimated for. It should be good if this
could be done in time to allow of the work
being commenced in connection with the
Budget of 1897-98.*

*A.H.
2.11.96*

The estimate for
the Salem - Yercaud Cart-
road, prepared in 1887,
has been revised by the
Executive Engineer Salem
division and returned by
the Superintending Engineer

The amount has
been reduced from Rs
2,44,200 to Rs 2,00,000

A reduction of
Rs 45,945 has been effected
under the head, —

	saving
Earthwork - - -	1,750
Blasting - - -	13,694
Revelment - - -	986
Parapet - - -	19,162
Metalling - - -	5,219
Contingencies - - -	2,043
Petty supervision - - -	3,091
Total Rs	45,945

The cost of three wooden bridges has been increased by Rs 1745, making the net reduction Rs 44,200.

The Executive & Supl. Engineer however condemn the trace already surveyed, and Mr O'Connell proposes a new trace, which he feels confident will be cheaper to construct, easier to maintain, and much more serviceable to every one concerned.

It is recommended that the proposed new trace be surveyed and estimated for.

30/10/96
W

C₂
and
20/10/96

FOR ORDERS.

9362

Plans & estimates for Ghat road from Salem to Yercaud.

For orders whether plans & estimates of 1887, as now revised by the Ex. Engineer should be continued by J, or whether the alternative route recommended by the Ex. Engr should be surveyed and estimated for.

If the latter course be thought desirable, the matter must be submitted for the Govt's orders.

Please see memo No 3217C of 28.8.96. (41/10/96) & Mr's note on the paper attached to it.

C₂
20/10/96

P.S. The papers relating to the Salem Water Supply

16) Department.

CURRENT No. 9362

From The Supg. Engineer,
4th Circle.

No. 501
W

Dated 12th October 1896

Received 19.10.96

Enclosures (58) fifty-eight

Spare copies (43 plans)

SUBJECT.

Ghat road from Salem to Yercaud.

Submit copy of report from the Ex. Engineer, Salem Division regarding the construction of with certain suggestions.

FURTHER PAPERS.

G.O.	No.	Department.	Date.
Memo.	3217C	P.W.	28-8-96
"	1001B	"	6-8-96
S.O.	2153W	"	24-7-96
"	950W	"	16-3-96
"	720W	"	27-2-96
"	355C	"	21-1-96
"	3283W	"	27-12-95
"	2758W	"	17-10-87
"	3233C	"	24-9-87
"	1515W	"	6-6-87
Memo.	71B	"	6-5-87
S.O.	584W	"	25-2-87
"	2309W	"	5-10-85
"	1876W	"	13-8-85
"	769W	"	30-3-85
"	866W	"	31-3-84
"	2858W	"	11-10-83
"	250W	"	31-1-81
"	2662W	"	22-11-80
"	2129W	"	10-9-80
"	1942W	"	23-4-78
"	1325W	"	14-3-78
"	693W	"	4-9-77
"	550W	"	6-8-77
"	335	"	22-2-77
"	428	"	15-2-75
"	1787A	"	3-7-74
"	1647	"	1-6-67
"	3416	"	26-10-66
"	964	"	24-3-66
"	3144	"	21-10-65
"	2642	"	9-7-65
"	1525	"	5-6-65
"	3688	"	12-12-64
"	2242	"	5-8-64
"	2144	"	27-7-64
"	1892	"	27-6-64
"	1229	"	27-4-64
"	1105	"	13-4-64
"	3093	"	24-10-63
"	2085	"	28-9-63
"	2066	"	25-7-63
"	1392	"	1-6-63
"	1336	"	26-4-63

Executive Engineers Office Salem River
1st October 1896

No 356
48

From

H. H. O'Connell Esq
Executive Engineer
Salem Division

To
The Superintending Engineer
Fourth Circle
Coimbatore

Enclosures. 58. Sir,
56 enclosures received
with the letter under
reply.
1 Map.
1 Revised estimate. Road to Yereand.

2. The estimate has been revised and the total reduced from Rs 2,44,200 to Rs 2,00,000.

3. A data sheet showing how the rates are arrived at is given.

4. I have inspected the proposed Chit Road and find that for the first four and a half miles it runs through an unfrequented jungle with precipitous hills on the east.

5. In the 5th, 6th, 7th, 8th, 9th and 10th miles its zig-zag
up the face of a very steep hill. These zig-zags

are very numerous and the turns are so sharp that it will be positively dangerous for any vehicle negotiating them. It is impossible to ease off these turns on account of the steepness of the hill. I feel sure that this portion of the proposed ghat will be very difficult to keep in order and that frequent slips will take place. In the whole of its length the ghat will only serve one estate and none of the other estates can make feeder roads to this line.

6. For the above reasons I thought it advisable to look for another trace. The accompanying map shows the Ghat Road which has been surveyed and estimated for, in red, and the proposed trace, in blue.

* Sent separately
please return it
as it belongs to the
Forest Department.

The proposed trace starts from the same point as the surveyed line and at about the 5th mile it enters the present bridle path which is very nearly flat for about one and a half miles.

7. At this point all the estates which are at present served by the bridle path could make use of this proposed trace.

8. The trace then leaves the bridle path and runs east under Frischers Hill and round the Hanishesai Dinalai to Lakambadi.

9. Round Lakambadi there are half a dozen or more estates recently opened, all of which would be benefitted by this trace. From Lakambadi the trace runs into Yercaud and near the Retreat there is another road which joins it from several estates which lie to the north.

10. The trace ends at the lake as does the surveyed Ghat and its length scales out $1\frac{1}{2}$ miles longer than the surveyed ghat, but I think this may be reduced when an actual survey is made so that planters who own estates out at Bangalore and Green Hills will be just as well off with this trace in point of length as with the surveyed trace.

11. I feel confident that this proposed trace, will be cheaper to construct, will be easier to maintain and will be much more serviceable to every one concerned and there are no dangerous zig-zags in it.

12. I have inspected this trace from many points and have been over a good deal of the ground and very strongly recommend that the surveyed trace be abandoned and this trace taken up and surveyed.

I have &c

(sd) W. A. Connell
Leahurst

No 501 d/12-10-96
W

Copy forwarded to the Chief

Enclos: 58.

Engineer, P. W. D with reference to his No. 3217C dated 28th August 1896. The estimated trace is about as bad as it could be from any point of view. The trace sketched by Mr. A Connell should it is considered be surveyed and estimated for.

Sent Per. Packet
Post

W. A. Connell
Supg Engr & Circle