

PUBLIC WORKS DEPARTMENT.

No 290 W of 24 January 1896

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Extract from the Supply Memo No 414 W of 26-10-95.

Communicated to
the Local & General Dept-
with reference to No. 414
2638 L. W. dated 17 Dec
1894.

18/1/96

DISPATCHED
24 JAN 96

The Local & General Dept-
with reference.

Travancore & P.W.

170.

Agreement

J. H. M. Knight General manager north Travancore Land and Planting Agricultural Society Ltd do hereby agree to execute the work here described and as per attached specifications in strict conformity with all the conditions mentioned therein and at the rates here quoted.

Execution of the work of opening the road from Talliar Estate to Chinnar up to the boundary between Travancore and the Coimbatore District, over the trace laid down by the Travancore Public Works Department and partially opened. The approximate length of road being 2 1/2 miles.

In consideration of the execution of the above work the Travancore Govt undertake to pay over to the society the sum of 12000 Rs.

The General manager of the north Travancore Land Planting and agricultural society Ltd shall be considered

No 290 W of 24 Jan'y 1892

K/B

22/11

the Contractor as regards this work
and as such enters into this agree-
ment with the Chief Engineer on
behalf of the Travancore Government.

2. I agree to execute the work
without any advances.

3. I further agree to complete the work
by the end of December 1896 failing
which, I agree to forfeit out of the
monies which shall be due to me
by virtue of this agreement Three
Rupees per day for every day the
work may remain, in the opinion
of the Chief Engineer, incomplete
after the expiry of the above period.

Entered into this day of.

1st witness

Contractor

2nd witness

Divisional Officer

Travancore D.P.W.

Division.

No.

Specification

To be observed in the execution of
the work of opening the Road from
Tallur Estate to Chinnar up to the
Boundary of Travancore and the
Counhatta District over the trace
laid down by this Department and
partially opened.

1. The road shall be constructed
to carry Cart traffic without impedi-
ment from end to end to a width
generally of 14 feet and where heavy
rock work is met with to a width of at
least 10 feet in the clear. In dangerous
places a dry masonry parapet wall
at least 2 feet high shall be constructed
for the protection of traffic.

2. Arrangements shall be made to
cross all drainage either by wooden
or stone work bridges or culverts of
a reasonably substantial nature. The
road should be cut to a gradient of
not steeper than 1 in 16 in any place.

and generally it should be followed the gradients laid down originally by this Department.

3. Side and Catch drains should be cut where reasonably practicable, that is in places where rock is not met with.

4. The road should be levelled to a section showing a rise of 6" in the Centre.

5. Generally the road should be constructed to conveniently carry cart traffic, be well drained and be as secure as practicable from damage by heavy rains or floods.

6. In consideration of the execution of the above work the Travancore Government will make a grant in aid of Rs 12000 which will include the opening of the path between the two places mentioned.

7. The Contractor shall undertake the maintenance of this section of road when finally approved at the rate of 100 Rs per mile per annum till such time as the Travancore Government

assume charge of it themselves.

8. The road within its boundaries (as well as and the lands included thereon) shall on completion be the sole property of the Travancore Government and the society will have to hold the Travancore Government free of any compensation charges on account of land interfered with within the Society's limits or the limit of Tea, Coffee, or Cinchona or any other cultivation in the District.

True copy
W. H. L. L. L.
23. 10. 85



P.W. Encl
8354/95

No. 4277

EXECUTIVE ENGINEER'S OFFICE,
COIMBATORE DIVISION,
COIMBATORE, 23 Oct 1895

FROM

W. B. de Hinton Esq.

EXECUTIVE ENGINEER,

COIMBATORE DIVISION.

TO

THE SUPERINTENDING ENGINEER,

FOURTH CIRCLE, COIMBATORE.

SIR,

Enclosures. 2

will be 5154
sent to W. on 6.2
Misaid by C. 15
Banyanilla
del. record
in B. 15
upto 4/6/96
39

With reference to your endorse-
ment No. 12, dated 9th January/95,
on G.O. No. 24 dated 3rd January/95,
I have the honor to submit the
following report on the Tallich-
chimar Road and its Continuation
to Udumalpet.

2. I much regret that this report
has been so long delayed. I found
the file on my unanswered reference
list when I took over charge of this
Division in April, and I proposed
to inspect the road in June, but was
deferred from doing so by the
assurance of those best qualified to
know that it was much too feverish a
locality for safe inspection until the

S. W. Monsoon was well established; so I altered my arrangements and have only just found a convenient opportunity for the inspection.

3. Report.

Condition of road made by planter's Association up to the frontier of Travancore and Coimbatore.

(1) The road starts from Tallicherry which is the entrance to the Travancore Anaimalai planting district, at an elevation of 5000 feet, and ends at the Chinnar river, which forms the boundary between Travancore and Coimbatore and which I take to be 1000 feet above sea level.

(2) Its approximate length is said to be 24 miles but from observation and the time I took to traverse it, I should say it was nearer 27.

(3) The road was traced some 2 or 3 years ago, I believe, by the Travancore P.W.D., and such parts of it as have been cut are on a nice uniform gradient of about 1 in 20.

(4.)

(4) The earthwork of the road was completed 2 years ago to a width of about 8 feet in the solid. It was undertaken only where unaccompanied by rock, and the consequence is that there are many gaps where the trace crosses rocky ground. No attempt has been made to remove rock by blasting or otherwise nor, except in one instance, to build revetments, and the drainage crossings, some of them large, are all still in their natural state.

(5) As to this earthwork, I understand that Rs 26,000 have been spent, and the result is, of course, nil; because of the numerous gaps still in a state of nature, some of them crossing the face of precipices; while, owing to the fact that, since the earthwork was completed, the road has been left to itself, the portions excavated have become overgrown with scrub jungle, many landslips have occurred, and the made earth on the road margin has been much scoured.

(6)

(6) The North Travancore Land Planting Agricultural Society Limited has now entered into, or is on the point of entering into an agreement with the Travancore Government (Copy of which is attached) to complete this road by 31st December 1896.

I consider that, owing to the difficult nature of much of the Country traversed, the road will cost at least Rs 2000 per mile to complete, even if its width in the clear, be made only 12 feet instead of 14 ft as laid down in the agreement, and Irish bridges are used instead of Culverts; and the work should certainly be entrusted to an Engineer of experience in the art of ghaut tracing who will realign the trace where necessary and carry out the work in the most efficient and economical manner. It is not the ^{kind} ~~point~~ of road to leave to inexperienced hands. It is possible to walk down only about half of it now for the Rs 26,000 hitherto spent, so that it

will be seen that much, and that the most expensive portion, still remains to be done.

4. Route that should be followed by the suggested road from Chinnar River to Mannampatti.

(1) The Chinnar river is 100 feet in width and was running 6 feet deep on the day I arrived on its banks. I had consequently to spend the night there, in one of the most feverish localities in India and this is frequently the ~~de~~ fate, for days together during the monsoons, of the pack bullocks and their drivers who ascend this ghaut. It is therefore necessary to span the river with a bridge. One of 80 feet span, with roadway 9 feet wide raised 20 feet above bed, would be suitable, and I presume its cost might be shared between the Madras and Travancore Governments.

(2) On the Coimbatore side the line of the proposed road ascends for $1\frac{1}{2}$ miles to a saddle 100 feet above the river.

river, and presents no difficulty of any kind.

(3) From the Saddle the road will descend a ghant 1 mile in length with a fall of 250 feet. Here there will be a good deal of rock ^{work}, and the road will require careful aligning.

(4) From the foot of this ghant to Maunpatti, a distance of $9\frac{1}{2}$ miles, there is already a very rough cart track, which the proposed road will generally follow, taking a bee line across Country as nearly as possible. This portion presents no difficulty, but owing to drainage crossings and surface rock, cannot be made so cheaply as the Coimbatore District Board Engineer anticipates.

(5) The estimates submitted by him only provide for the length from Ghumar ruins to Maunpatti - but this is leaving the road in mid-air for there is no present connection between Maunpatti and Udumalpet except by very rough sandy tracks. There are two routes available, one

via Shullee 12 miles in length, which will be new for 1 mile, traverse an old disused famine road for 4 miles, and the existing metalled road from Shullee to Udumalpet for 7 miles; and the other 7 miles in length across Country in a bee line from Maunpatti, distance 3 miles, to Pallapolliem where it will join the Shullee-Udumalpet road at the 4th mile stone from Udumalpet. The latter is, of course, in every way to be preferred. The line of the proposed road is shown in the accompanying tracing.

5. Sufficiency of the estimates prepared for the above road by the Coimbatore District Board Engineer.

The estimates submitted amount to Rs 3300 for a 9 feet road and Rs 7000 for a 15 feet road, and it will be gathered from the above remarks that they are insufficient to connect the Ghumar ruins with Udumalpet. The total distance may be taken as 15 miles

including 1 mile of ghant. I do not
 of think that a 12 feet road could be made
 (3) here for less than Rs 2000, and
 do for the remaining 14 miles, I consider
 w from rough estimates I have made,
 is that a 12 feet road would cost on
 the the average Rs 750. per mile. Total
 (4) Cost of road from Pallapolliem to
 Chinnar river would therefore be
 the 14 miles of ordinary road 12 feet
 wide at Rs 750 ————— Rs 10,500
 1 mile of ghant road at Rs 2000, — 2000
 12,500

+ 75

in the
ghant
Rs 1000

The above provide for raising the
 road 18" above ground level with
 local soil, gravelling it 3" deep
 with best gravel available, Com-
 pensation for land, removing boulders
 and blasting, Constructing road dams,
 revetments and Catch drains where
 necessary, clearing jungle &c.

6 In Conclusion, I trust, I may be
 permitted to say that the Country
 which this road is intended to serve,
 is a magnificent one, quite the
 finest in fact, that I have seen in

India. The scenery is grand, the
 climate perfect, the flora most
 varied and beautiful, and the
 soil suited to the cultivation of
 tea and Coffee in a very high
 degree. An influential Company
 has lately obtained a Concession
 from the Travancore Government
 of a very large tract of this fine
 Country, and energetic measures
 are now being taken to open it
 up and plant tea and Coffee. It
 only needs facility of access with
 the labour and grain markets of
 the plains, more especially of the
 Coimbatore District. This facility
 will be given by the road now
 contemplated, and it will be un-
 doubtedly be of very great benefit
 to the Coimbatore District by giving
 it an additional extensive field
 for labour and trade. Such a road
 would certainly not be left by the
 Government of Madras to private
 enterprise, and I hope it may be
 possible to prevail upon the Government

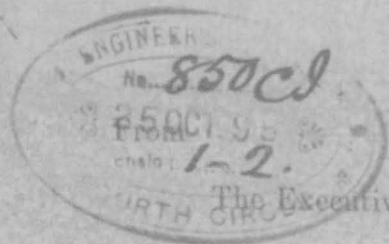
of Travancore to construct their
portion of it themselves, in the
interests of their planting community,
and in consideration of the fact
that the Government of Madras
will, on this side, connect it with
the labour and grain markets
of Coimbatore.

I have the honour to be,
Sir,
Yours most obedt. servant.

L B Chilton
Executive Engineer.

P. W. D.

W. CURRENT No. 8359



The Executive Engineer,
Coimbatore Division.

To

The Supg. Engineer,
Fourth Circle,
Coimbatore.

Dated 23rd
Despatched 24th
Received } October 1895.

No. 1277

ENCLOSURES 2.

SUBJECT.

Tallies to human road
and its continuation to
Adumelpet.

Reporting on the
P.W.D. with reference 840
N:2 Wd/3 January 1895

Hannu

Supg Engineer

Recd: 30.10.95

En: 2⁺

(*Tracing)

CN° 8359

Must be left for disposal
by my successor, as ^{there} ~~otherwise~~
will not be time for me to
get up the previous papers.

As far as I can see
the road serves no public
object whatever and is
solely for the benefit of a
private company which
wants its property improved
at the public expense.

The greater part of
the road is in ~~Iravancore~~
territory and I see no
ground whatever for any
expenditure on the part
of either the Madras
Government or the District
Board.

(Sd) J. P.
29.12.95

and he left for
disposal of my
business, as there
cannot will not be
even for me to get
up the printing paper
as far as I can see
the real reason is
that the spirit of action
and is really for
the benefit of a private
company which wants
its property in form
as the public expense -

The private part of
the real is in
Tennessee Kentucky and
I see no prospect
of action for
expansion in the
part of either the
Executive part in the
District Board -

Sign

Butter previous
I came to understand
by the report on the
business. I have not
Cl. O. that the house
is not on that side
but on the L. I am
about to call on it
they are in a different
place for the business
of a private company
Ch. of the W. M. M.
report can be sent

W. N. C.
11/1/86

and
therefore whether the
copy for my business should be
sent privately, or whether you
will write a report on it -
The deWinton report is
now to be forwarded to the
L. & W. Dept. copy of the
that Dept. calling for the
has been applied for -

11/1/86