

Public Works (1897) Department.

G.O., No. 3161 W

DATED 11th November 1897

[Despatch Abstract.]

Inspection Notes by the Acting Chief Engineer
on the Ootacamund Lake Reclamation,
Recaded.

p/m

Dr
12-11-97

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C. No. _____

~~HIS EXCELLENCY THE GOVERNOR.~~

THE HON'BLE SIR HENRY BLISS, K.C.I.E.

THE HON'BLE MR. GROSE, C.I.E.

SUBJECT.

Inspection notes by the
Acting Chief Eng., on the
Ontonagon Lake Reclamation.

FOR ORDERS *Information.*

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Recorded

11. 10. 97

Inspection Notes
of
Acting Chief Engineer

Oct. 13, 15, 16, 18, 19.
Ootacamund Lake Reclamation.

1. The scarp of the new road from Lake view to the site of the new Pavilion is too steep for its --- height, and, with water percolating underneath, it will cause much -- trouble to maintain if left as it is: also there is an awkward drop from the summit of the road to the level of the pavilion. I have ascertained from levels taken by the -- supervisor, that an absolutely level road can be obtained for a length of 1025 feet, starting from near the entrance to Lake view on east, passing just in front (south) of the proposed pavilion, and joining the new road below Cotissa on west. The level of this road will be at the level of Pavilion upper floor, and its construction will serve 2 purposes.

(1) It will reduce the height of the scarp above mentioned by from $\frac{1}{3}$ to $\frac{1}{2}$ its height, and thereby make its maintenance much easier.

(2) It will give a much easier approach from both sides to the Pavilion, and be of great benefit to the public.

The

The objections to it are that
 (a) The road already made will have to be destroyed for a length of about 400 feet.

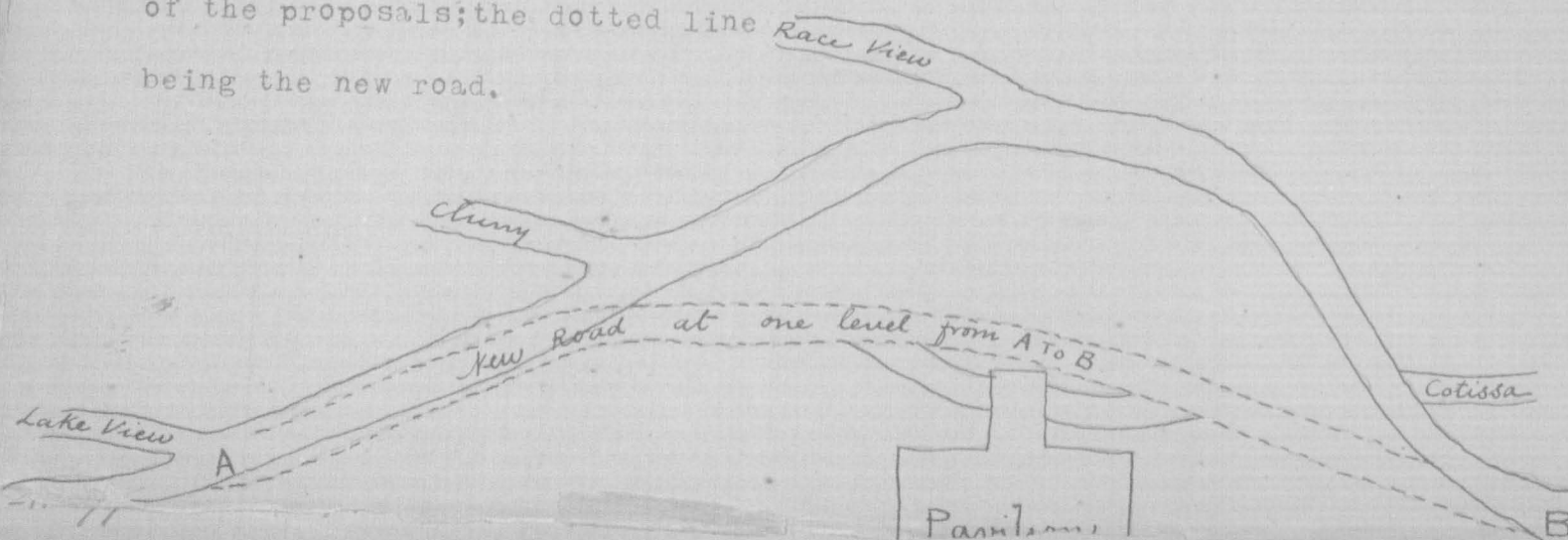
(b) Residents at Cluny etc. and Race View will be cut off from access to the A B C ground and the east by the present route and will have to go round via Cotissa and the pavilion.

The advantages far outweigh, in my opinion, the disadvantages, and I request that

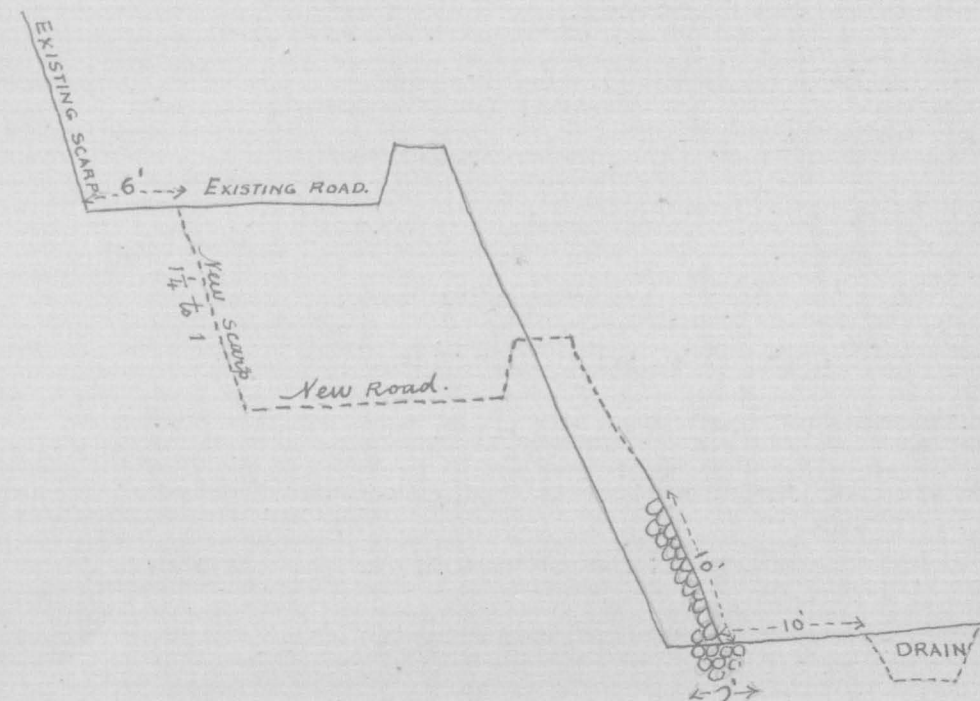
(1) a new survey may be made as soon as possible showing the proposed new road.

(2) sections may be taken, to show what the additional cost will be, if any.

Both will have to be submitted to Government for orders, and should also be submitted to the Gymkhana Committee for approval as regards the approaches to the Pavilion. The following sketch gives a rough idea of the proposals; the dotted line being the new road.



The road between entrances to Lake view and Cluny should be cut down as shown below; the dotted line -- being road as it will be.



A berm 6' wide should be left on inner side of existing road to -- divide the scarp into 2 portions, the new scarp on left (facing west) should be $1\frac{1}{2}$ to 1 and turfed, the new road should be 21' wide with guard bank 2' wide at top-slopes 1 to 1 on road side, $1\frac{1}{2}$ to 1 on -- scarp side-the lower scarp should be $1\frac{1}{2}$ to 1, its lower 10' being -- revetted with stone 18" wide with a stone toe 2' X 2': a berm of 10' should

sections carefully taken (2) by soundings taken, many of them, personally. The depth of earthwork required for the latter was calculated as follows:-

(1) A graduated measuring rod was driven as far as it could be got into the boggy soil at -- bottom of lake, and the depth to water level read.

(2) 3' was added to this depth, to bring it to race course -- level on north (the water level was then $2\frac{1}{2}$ ' higher than it is now).

(3) 2 inches in every foot were allowed for settlement.

These measurements should have been ample, and I can only suppose that either the boggy nature of the bed of the lake has absorbed far more earth than was anticipated (experience of Irish bogs shows that millions of tons can be thrown in and all disappear) or that the measurements of work already done (4950236 C-ft) are wrong.

To decide this latter point, cross sections must be again taken on the original lines, the one laid on the paper on the other, and submitted for information. It certainly looks as if at least $\frac{2}{3}$ of the work had

had been completed.

Time of completion of the work.

There are said to be the following average number of work people engaged on working days.

Pioneers.....	500
Other coolies..	300
	800

From figures given me by the supervisor, taken from actual experiments made by my orders, I find that the average amount done per man per day working with the tipping trucks is 41.6 C. ft.

Take it as 40 C. ft, and say that there are 20 full working days in -- each month, which gives sufficient allowance for Sundays, Shandy days, Parades, rainy days etc. Then the amount done monthly will be

$$800 \times 40 \times 20 = 640000 \text{ C. ft.}$$

The figures given above show that 3623900 have still to be done, so that, if these calculations are -- correct, it will take about 6 months to complete the work, i.e. it should be finished about end of April. I have taken the coolies who carry baskets as doing the same amount of work as the truck men, because I have been told that they do rather more. I greatly doubt this, and as both Mr. Somers Eve and Major Stevens have said that they could get on much -- quicker

quicker with more trucks and rails

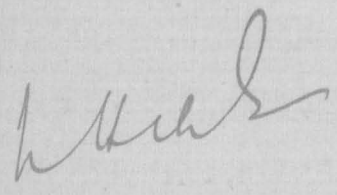
I propose to obtain the following:-

30 trucks.

2000' rails.

Their cost will be ascertained, and it will be seen if any departmental plant of the kind is available at Rushikulya or elsewhere. It is certainly desirable that the work -- should be completed not later than March next.

If the above figures prove-- correct, the work will cost not far short of 2 lakhs before it is completed.


E.W.

To
The Executive Engineer
on special duty for information & guidance,
thr' Suptg. Engr. IV Circle. 