

Public Works (1898) Department.

✓ G.O. No 76 W

DATED 11. January 1898

Today

19/1/98

[Despatch Abstract.]

Quamalai Hill Tracts. Approving certain proposals of the Chief Engineer in connection with the opening up of the — and directing the S.E.W. Co. to take immediate necessary action.

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120
H

Dr
11-1-98

Indorsed.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper :—

Note by the Chief Engineer, Public Works Department.

With reference to paragraph 12 (2) of my note printed with G.O., No. 3321 W., dated 29th November 1897, I have taken the opportunity of my presence in Coonoor to consult three of the planters who are chiefly interested in the opening up of the Anamalai Hill tracts, upon the actual present condition of the communications on which Mr. Loam has been engaged during the past year, and upon their future requirements.

2. The three planters referred to are Messrs. Rhodes James, Windle and Brodie.
3. We discussed the matter fully, and I obtained the following information :—

(1) The track from Auliar river to Paralai (C to H in tracing herewith) cannot yet be considered a good bridle-path, as stated by Mr. Loam, because there are several places where, owing to the presence of rocks or steep gradients, it is necessary to dismount, and where it is difficult for pack bullocks to pass in safety.

(2) The planters were unanimous in considering that a cart-road is needed from Auliar river to Paralai, a distance of 32 miles, and thence onwards to Sirukunda, 7 miles, returning in the form of a loop, up the valley to the north of the Paralai precipices, and joining in again at a point between G and H (*vide* tracing). The total length of this road would be about 45 miles; it would cost according to the Superintending Engineer's approximate estimate, Rs. 3,52,000, and it would open up the whole of the country to be occupied for planting. Their reasons for this are that there is no grass for cattle on the hills, and all has to be imported, and that they are about to commence manuring, which has all to be brought up from the plains.

(3) The planters were unanimous in considering that no extension to Mount Stuart is now required (paragraph 12 (3) of my note) at any rate as far as their interests are concerned.

(4) They desire that this cart-road be supplemented in certain sections by a bridle-path, because the route taken by the former will sometimes be considerably longer than is necessary for a bridle-path, and will never be used by pack bullocks or by those riding or walking.

4. The following gives details of the best routes to be followed, and the requirements thereon :—

(a) The Auliar river to be crossed at Vannandorai, at the end of the existing District Board road from Pollachi. The Kullar foot suspension bridge, to be erected here as soon as possible, and a cart-bridge when sanctioned by Government.

(b) From the river to foot of Prince of Wales' ghât, both bridle-path and cart-road to follow the existing route, which is a mere track across the fields.

(c) Up Prince of Wales' ghât to Punachi, the existing ghât trace, which has been lately opened out by Mr. Loam, to be used for the cart-road. The bridle-path on this section should follow the same line generally, but much more direct, cutting off a lot of corners. This bridle-path is all used now, but the gradients are very bad in places, amounting, it is said, to 1 in 1 and 1 in 2, and they need flattening. This would cost little and be very useful.

(d) From Punachi to forest shed (D to E on tracing) the existing bridle-path is a very bad one, and should be abandoned in favour of Mr. Loam's new trace of 1 in 12, which, with some modifications in places to obtain a flatter grade, will also serve for the cart-road.

(e) From E to F nothing has been done by anybody except clearing trees, the route is merely a rough natural track. From F to G is Gass' trace which is suitable for a bridle-path, but not for a cart-road. The planters unanimously consider that a new alignment should be adopted altogether from E to G, which would be suitable for a cart-road or bridle-path.

(f) From G to H, *i.e.*, foot of Gass' trace to Paralai, is Mr. Loam's new trace which is suitable for a cart-road, but is not now rideable in places, because he has not removed the rocks by blasting. The line taken by the first 6 miles (out of 8) is much too long for a bridle-path, and the planters ask that a cart-road may be constructed along the trace, and a bridle-path cut on a much shorter line for the first 6 miles. This would cost, on Mr. Loam's figures, Rs. 1,500.

(g) Beyond Paralai the planters ask that a cart-road may be made to Sirukunda (I to J) about 7 miles, and thence in a northwesterly loop, until it joins the road again at some point between G and H to be decided upon. In this length the bridle-path and cart-road would be identical.

(h) The planters ask for a rest-house to be constructed at Vannandorai on the Auliar river, which is the starting point for all present traffic whether of pedestrians, equestrians or pack bullocks.

5. With regard to the above proposals, it will be necessary to await the Collector's report called for in paragraph 2 of G.O., No. 3321 W., dated 29th November 1897, but I trust it will not be long delayed, because Mr. Garrett, the new Superintending Engineer of the IV Circle, who was present at the interview with the planters, has arranged to accompany Mr. Windle to the Anamalais on or about January 18th, and I am anxious to enable him to start with full instructions.

6. My own opinion is that the requirements above described are necessary for the adequate opening up of this important planting district, and I should be glad to receive instructions to the following effect :—

(1) The preparation of an estimate for a cart-road from the Auliar river at Vannandorai *via* Prince of Wales' ghât, Punachi, Paralai and Sirukunda, to a point in the line between G and H on tracing, length about 45 miles, approximate cost Rs. 3,52,000. This road to follow the trace already aligned, with the exception of the section from E to G and slight modifications from D to E. Mr. Garrett to be directed to select a new alignment, where necessary, on these two sections. The estimate to include the cost of a road bridge across the Auliar.

(2) The immediate erection of the Kallar footbridge across the Auliar (this has already been ordered) and the immediate improvement of the bridle-path up the ghât from the river to Punachi.

(3) The immediate tracing and construction of a bridle-path for the first 6 miles of the section G to H. Mr. Loam ought to have done this already if he had obeyed his instructions, but he has traced a line suitable for a cart-road instead.

(4) The alignment of a trace for a cart-road from Paralai to Sirukunda, and onwards, in a loop line to a point between G and H and the construction of a bridle-path along it, which can be converted into a cart-track when funds permit. Mr. Loam is now engaged on the first portion of this. Mr. Garrett should give him general instructions for aligning the remainder.

7. If these proposals are approved, a useful bridle-path will be completed in the near future from the river Auliar right through the planting district, and the construction of the cart-road can be taken up as funds become available.

8. With regard to the rest-house at Vannandorai, I have requested the planters to place their requirements in this respect before Government through the Collector of the district.

31st December 1897.

(Signed) W. B. DEWINTON,
Ag. Chief Engineer.

No. 76 W., 11TH JANUARY 1898.

ORDER—No. 76 W., dated 11th January 1898.

His Excellency the Governor in Council approves the proposals in paragraph 6 of the foregoing note by the Acting Chief Engineer. The Superintending Engineer, IV Circle, will take immediate necessary action.

(True Extract.)

Under Secretary to Government.

To the Superintending Engineer, IV Circle,
with copy of tracing.

„ Revenue Department.
„ Local and Municipal Department.

Exd. T. K. Narayana Aiyangar.

DEPARTMENT.

Papers to be read in proceedings:—

Again G.O., dated

189 , No.

Again G.O., dated

189 , No.

Current No.

of 189 , dated

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„ 189 , „

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Prime
note by the Chief Engr. P. W. Dept. 31.12.97

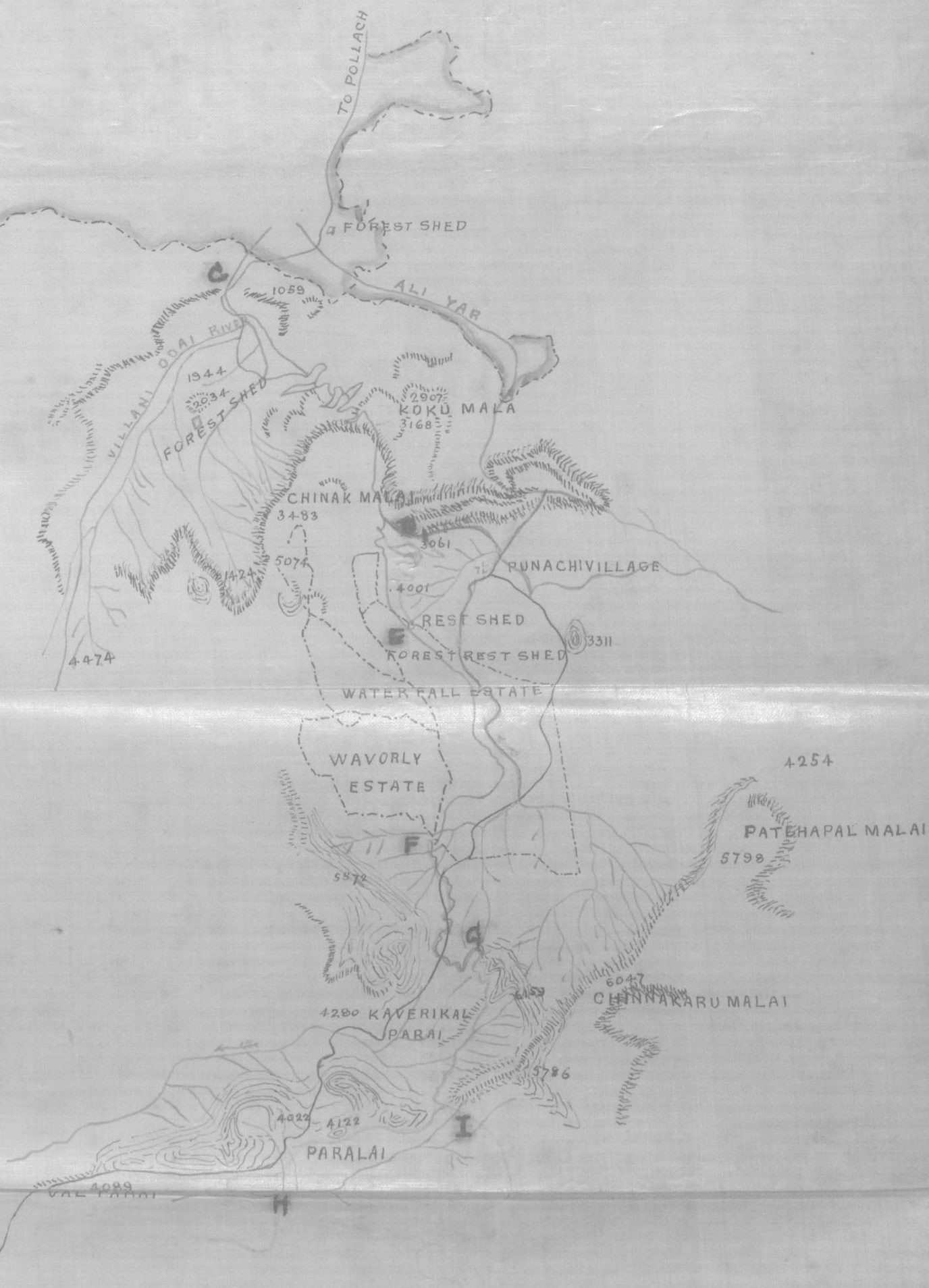
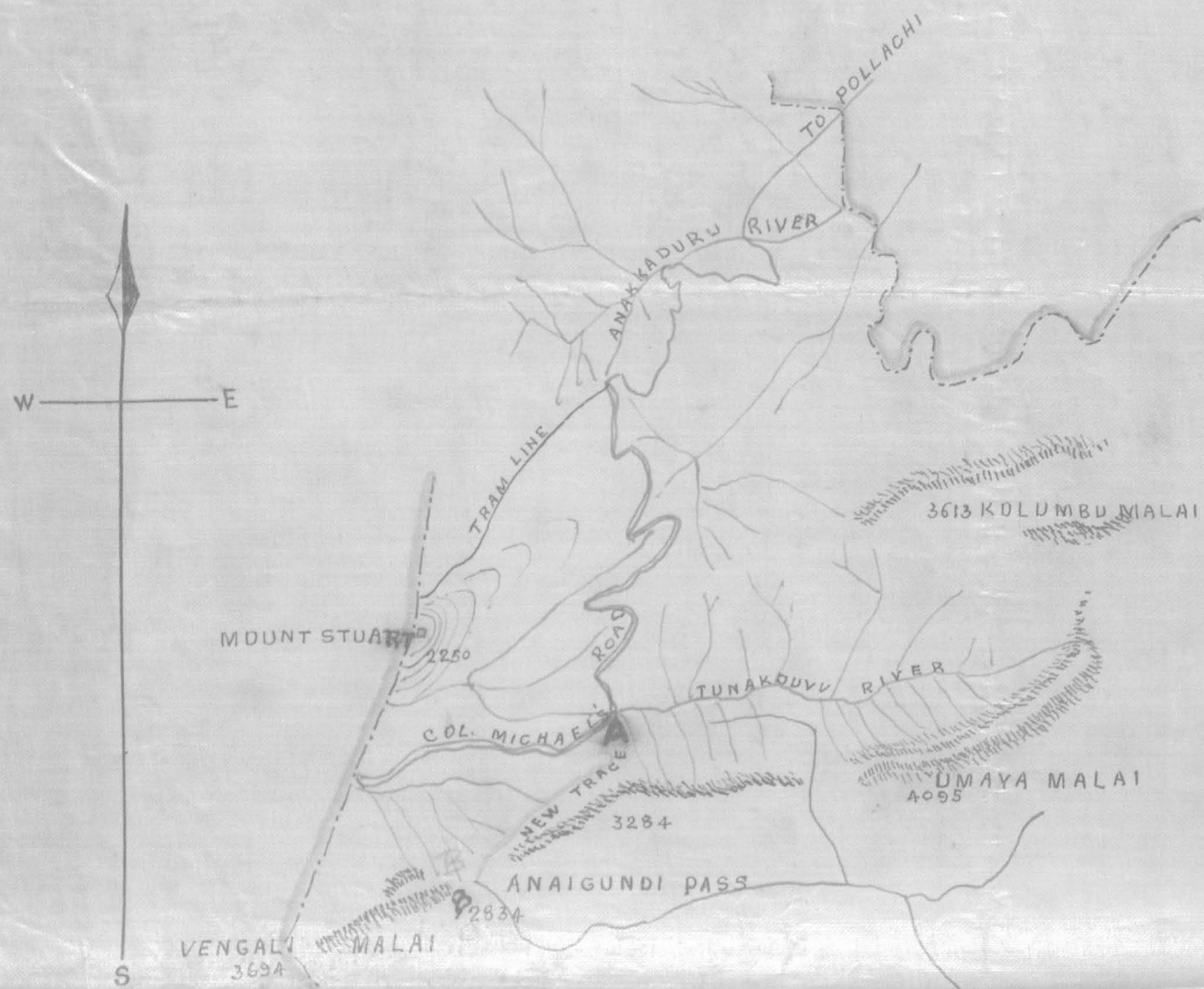
ORDER.

No 76 W. 11.1.98

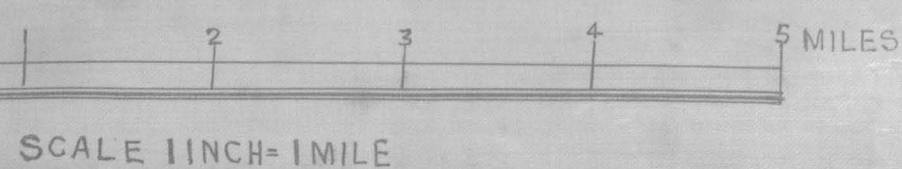
His Excy. the
Governor in Council
approves the proposals
in para 6 of the foregoing
note by the Act. Chief
Engr. - The S. E. Engr.
IV Circle will take
immediate necessary
action.

W. S. S.
10.1.98

18 11/1/98
S. E. IV Circle with copy of tracing
Rev. Dept
L. & M. Dept
Return after Rev.
A. W. S. - same



MAP
 SHEWING ROADS IN
 ANAIMULLAY RESERVE
 FOREST



- REFER
- OLD CHAUT AND RIG
 - PRINCE OF WALES
 - MEGASS' TRACE
 - NEW TRACE IN CO
 - COL. MICHAEL'S RO
 - OTHER KADER PA
 - RIVERS

DEPARTMENT.

18

Chief
Surveyor

(2)

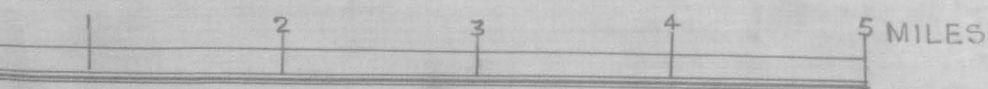
VAL PARAI

H

SHOWING ROADS IN

MULLAY RESERVE

FOREST



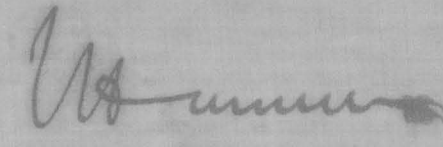
SCALE 1 INCH = 1 MILE

REFERENCE

- OLD GHAT AND RIGHT OF WAY THROUGH
- PRINCE OF WALES TRACE
- M^{RS} GASS' TRACE
- NEW TRACE IN CONTINUATION
- COL. MICHAEL'S ROAD
- OTHER KÄDER PATHS
- RIVERS

/SICD/ M. LOAM
EX. ENGINEER
ON SPECIAL DUTY

(TRUE COPY)


SUP^C ENGINEER
4TH CIRCLE

has been lately opened out by Mr.
Loam, to be used for the cart road.

The

urgent
Public Works DEPARTMENT.

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.
Anamalai Roads.

FOR ORDERS.

1. With reference to para 12(2) of my note printed with C.O. No. 3321 W., dated 29th November 1897, I have taken the opportunity of my presence in Coonoor to consult three of the planters who are chiefly interested in the opening up of the Anamalai Hill Tracts, upon the actual present condition of the communications on which Mr. Loam has been engaged during the past year, and upon their future requirements.

2. The three planters referred to are Messrs. Rhodes James, Windle and Brodie.

3. We discussed the matter fully, and I obtained the following information:-

(1) The track from Auliar ^{river} ~~road~~ to Paralai

be brought up from the plains.

(3) The planters were unanimous in considering that no extension to Mount Stuart is now required (Para 12

(3) of my note) at any rate as far as their interests are concerned.

(4) They desire that this cart road be supplemented in certain sections by a bridle path, because the route taken by the former will sometimes be considerably longer than is necessary for a bridle path, and will never be used by pack bullocks or by those riding or walking.

4. The following gives details of the best routes to be followed, and the requirements thereon:-

(a) The Auliar river to be crossed at Vannandorai, at the end of the existing District Board Road from Pol-lachi. The Kullar ^{foot} ~~road~~ suspension bridge to be erected here as soon as possible, and a cart bridge when sanctioned by Government.

(b) From the river to foot of Prince of Wales ghat, both bridle path and cart road to follow the existing route, which is a mere track across the fields.

(c) Up Prince of Wales ghat to Punachi, the existing ghat track, which has been lately opened out by Mr. Loam, to be used for the cart road.

The

The bridle path on this section should follow the same line generally, but much more direct, cutting off a lot of corners. This bridle path is all used now, but the gradients are very bad in places, amounting, it is said, to 1 in 1 and 1 in 2, and they need flattening. This would cost little and be very useful.

(d) From Punachi to Forest shed (D to E on tracing) the existing bridle path is a very bad one, and should be abandoned in favour of Mr. Loam's new trace of 1 in 12, which, with some modifications in places to obtain a flatter grade, will also serve for the cart road.

(e) From E to F nothing has been done by anybody except clearing trees, the route is merely a rough natural track. From F to G is Gass' trace which is suitable for a bridle path but not for a cart road. The planters unanimously consider that a new alignment should be adopted altogether from E to G which would be suitable for a cart road or bridle path.

(f) From G to H i.e. foot of Gass' trace to Paralai, is Mr. Loam's new trace, which is suitable for a cart road, but is not now rideable in places because he has not removed ~~the~~ the rocks by blasting. The line taken by the first six miles (out of 8) is much too long for a bridle path, and the planters ask that

a cart road may be constructed along the trace, and a bridle path cut ^{on} a much shorter line for the first six miles. This would cost, on Mr. Loam's figures, Rs. 1,500.

(g) Beyond Paralai the planters ask that a cart road may be made to Sirukunda (I to J) about 7 miles, and thence in a Northwesterly loop, until it ~~xx~~ joins the road again at some point between G and H to be decided upon. In this length the bridle path and ~~xxx~~ cart road would be ~~xxx~~ identical.

(h) The planters ask for a rest house to be constructed at Vannandorai on the Auliar river, which is the starting point for all present traffic—whether of pedestrians, equestrians or pack bullocks.

5. With regard to the above proposals, it will be necessary to await the Collector's report called for in para 2 of G.O. 3321 W., dated 29th November 1897, but I trust it will not be long delayed, because Mr. Garrett, the new Suptg. Engineer of the IV Circle, who was present at the interview with the planters, has arranged to accompany Mr. Windle to the Annamalais on or about January 18th, and I am anxious to enable him to start with full instructions.

6. My own opinion is that the requirements

quirements above described are necessary for the adequate opening up of this important planting district, and I should be glad to receive instructions to the following effect:-

(1) The preparation of an estimate for a cart road from the Auliar river ~~at~~ Vannandorai via Prince of Wales Ghat, Punachi, Paralai, and Sirukunda to a point in the line between G and H on tracing-~~length~~ length about 45 miles - approximate cost Rs. 3,52,000. This road to follow the trace already aligned with the exception of the section from E to G, and slight modifications from D to E. Mr. Garrett to be directed to select a new alignment, where necessary, on these two sections. The estimate to include the cost of a road bridge across the Auliar.

(2) The immediate erection of the Kallar foot bridge across the Auliar (this has already been ordered) and the immediate improvement of the bridle path up the ghat from the river to Punachi.

(3) The immediate tracing and construction of a bridle path for the first six miles of the section G to H. Mr. Loam ought to have done this already if he had obeyed his instructions, but he has traced a line suitable for a cart road instead.

(4) The alignment of a ^{trace} ~~road~~ for a cart road from Paralai to Sirukunda, and onwards,

in a ~~long~~ ^{loop} line to a point between G and H and the construction of a bridle path along it, which can be converted into a cart track when funds permit. Mr. Loam is now engaged on the first portion of this. Mr. Garrett should give him general instructions for aligning the remainder.

7. If these proposals are approved a useful bridle path will be completed in the near future from the river Auliar right through the planting district, and the construction of the cart road can be taken up as funds become available.

8. With regard to the rest house at Vannandorai I have requested the planters to place their requirements in this respect before Government through the Collector of the District.

These proposals are approved.

A.H.H.

9.1.98

N.B. Mr. Ravi Ramangly urges the improvement of the Dist. Board Road connecting Pariyakulam with Arulimudi and the N. Travancore Hills, with a view to opening up the new coffee and tea estate estates in these latter localities. Can this line of communication be linked up with the proposed Arunachal line of communication?

A.H.H.

9.1.98

L. B. Chel
31.12.97
12

Note for H.E. in address

9

1. With reference to Para 12 (2) of my note printed with G.O. No 3324 of 14 Nov. 1891. I have taken the opportunity of my presence in Coonoor to consult three of the planters who are chiefly interested in the opening up of the Anamalai hills tracts, upon the actual present condition of the communications in which the drainage has been engaged during the past year, & upon their future requirements.

2. The 3 planters referred to are Messrs Rhodes Jones, Smith & Co.

3. As he described the matter fully, & I obtained the following information -

(1) The track from Anaimalai crosses to Panalai, C to H in tracing hereinafter cannot yet be considered a good one. It is rather too steep & too narrow because there are several places where many in the present of the

or steep gradients, it is necessary to
discontinue, where it is difficult
for lack of interest to have in
safety.

(2) The planters were unanimous in
considering that a cart road is
needed from Anbar river to
Paralai a distance of 32 miles, &
thence onwards to Sambunda, 7 miles,
returning in the form of a
loop, up the valley to the North of
the Paralai hills, & forming in
again at a point between Q & H
(vide tracing) The total length of this
road would be about 45 miles.
It would cost according to the
£s approximate estimate 3,52,000,
& it would open up the whole of
the country to be occupied by
planting. Their reasons for this are

(3) The planters were unanimous in
considering that no extension
to Grand Street is now

* As there is
no pass for cattle
in the hills, & all
has to be imported,
what they are
about to commence
manuring, which
was all to be
brought up from
the plains.

repaired (Para 12 (3) of my note) at any rate
as long as their interests are concerned.
(4) They desire that this cart road be
supplemental in certain sections
by a mule path, because the route
taken by the former will ^{sometimes} be
considerably longer than ~~the~~ is
necessary for a mule path, & will
be used by
pack bullocks or by those riding
or walking.

4. (5) The following are details of the
best routes to be followed, & the
improvements ^{therein} required. The proposed
at Anbar at Vaumanthorn, at the end of
the existing F. District Road
from Dokachi. The mule path
between bridge to the creek here is
too narrow, & a cart wide
when sanctioned for.

(6) From the river to port of Prince
of Wales Grant, with mule path
& cart road to follow the existing
route which is a horse track
across the fields.

(7) At Prince of Wales Grant to the

Pumachi, the existing plant trace
which has been lately opened out
by Mr. Snam. to be used for the
cart road. - The wide bath in
this section should follow the
same line. Generally, but much
more direct, cutting off a bit of
corners. This wide bath is all
well used, but the gradients are
very bad in places, amounting, it
is said, to 1 in 1 & 1 in 2,
& they need flattening. This would
cost little & be very useful.

(d) From Pumachi to Forest Hall
(D to E, facing) the existing
wide bath is a very bad one, a
thinner & abandoned in favour
of Mr. Snam's new trace of 1 in
12, which, with some modifications
in places to obtain a flatter grade, will
also serve for the cart road.

(e) From S to 7 nothing has been
done by anybody except clearing
trees, the route is merely a rough
track. From 7 to 8 is same trace
which is suitable for a wide bath

but not for a cart road -
The planter unanimously considers
that a new alignment should be
adopted altogether from 8 to 9,
which will be suitable for a
cart road & wide bath.

(f) From 8 to H is a part of same
trace to Paralai, is Mr. Snam's
new trace which is suitable
for a cart road, but is not
indeed in places because he has
not removed the rocks of blasting.
The first 6 miles is much too
long for a wide bath, & the planter
ask that the cart road may
be constructed along the trace,
& a wide bath cut in a much
shorter line in the first 6
miles. This would cost, in Mr.
Snam's figures, Rs 1500 -

(g) Beyond Paralai the planter asks
that a cart road may be
made to Simbunda (I to J,
about 7 miles, & thence in an

North westerly look, until it joins
the road again at some point
between Q & H, to be decided upon.
In this length the bridge water
a cart road would be indicated.
(4) The planters ask for a cart
house to be constructed at
Vannanthurai in the Anbar
river, which is the starting point
for all heavy traffic - whether
of pedestrians, sportsmen or
back bullocks -

5. With regard to the above proposals,
it will be necessary to await the
collector's report before proceeding.
Para 2 of SO 3322 to dated 28
Nov. 57, but I think it will
not be long delayed, because Mr
Garnett the new S.D. of the IV
Circle, who has been at the
interview with the planters, has
arranged to accompany Mr. White
to the Anamalai in what
I am anxious to

another house to
instructions -
6. My own opinion is that the
requirements above described are
necessary for the adequate
opening up of this important
planting district, and I should
be glad to receive instructions
to the following effect.
"The preparation of an estimate
for a cart road from the
Anbar river at Vannanthurai
via Prince of Wales Road, Panchi-
rai & Lumbunda to a
point in the line between Q
& H on the way - length about
15 miles - approximate cost
Rs 3.52,000 - This road to follow
the trace already adopted with
the exception of the section from
Q to Q, & slight modifications from
D to E. Mr. Garnett to be directed
to select a new alignment."

necessary, in these 2 sections -
the estimate to include the cost of
a road bridge across the Ambas.

(2) The immediate section of the Khar
ford bridge across the Ambas (this
has already been ordered) & the
immediate improvement of the
bridge path by the ~~Province of Malabar~~
from the river to Gumatu.

(3) The immediate tracing a construction
of a bridge path in the first
two miles of the section & to
H. Mr. Brown might have done
this already if he had obeyed
his instructions. But he has traced
a line suitable for a cart road
instead.

(4) The alignment of a trace for
a cart road from Parali
to Trunkunda, a distance of
about 10 miles to a point between
Rott & Mr. Brown is not
engaged in the first portion of
this - Mr. Brown should use him
general instructions for aligning the
remainder.

the construction
of a bridge path
along it, which
can be converted
into a cart track
when funds permit

3.

7. If these proposals are approved,
a useful bridge path will be
completed in the near future
from the river Ambas right through
the planting District, & the construction
of the cart road can be taken up
as funds become available.

8. With regard to the rest house at
Vannanthrai I have reported
the planters to place their
requirements within a week before
the District through the Meeting of

L. A. J.
28.12.11

Typical with sections