30-11-05

Public Works (1898) Department.

rint urgently

G.O., No. 781 W

DATED 23 March 98

25/3/98

[Despatch Abstract.]

Anamalai Road. The recommendations f the Chief Engr. in para 6 of his note dated March 98, approved with remarks, & the updtg. Engr. directed to take the necessary action hereon, & to submit the requisite plans and stimates.

110/6 J 23-3-98

Indexed. 24/3/98

[P. W. 26. 1,000—12-2-98.]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

BUILDINGS AND ROADS.
CIVIL WORKS.

Government (1898) of Madras.
PUBLIC WORKS.

Recd. *Regd.*	} 1898.	*Enclosures* *Spare copies*

G.O., No. 781 W., 23rd March 1898.

MARCH.

Anamalai Roads

The recommendations of the Chief Engineer in paragraph 7 of his note, dated 4th March 1898, with respect to the —, approved, with remarks, and the Superintending Engineer directed to take the necessary action thereon and to submit the requisite plans and estimates.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers :—

Endorsement from the Revenue Department, dated 10th February 1898, No. 684, on Proceedings of the Board of Revenue, Land Revenue, Mis. No. 1202, dated 19th November 1897.

From A. H. GARRETT, Esq., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated Coimbatore, 15th February 1898, No. 81/W.

I have the honour to forward my Inspection notes on the Anamalai roads.

2. You will observe that some of my instructions to Mr. Loam are not in entire accordance with your orders which were however based on the somewhat imperfect information laid before you at the meeting at Coonoor last December.

3. I take it that your intention is to have a good rideable path made from the Auliar crossing to Sirukundru as soon as possible, and this is the work which Mr. Loam has been ordered to carry out.

4. It should not take him more than three months to complete this portion of the work, provided the necessary assistance is furnished him. Hitherto he has been working single-handed and without sufficiently definite instructions.

5. He has undoubtedly had numerous difficulties to contend against, and without going so far as to say he is in no measure responsible for any delay, I must express my very decided opinion that he should be protected from irresponsible criticism of the kind recently directed against him.

6. He has been made the recipient of a very large amount of advice, failure to comply with which, though not always sound or practicable, has sometimes caused irritation and been regarded as an indication of professional incompetence.

7. From the tracing which accompanies my notes it will be observed that a good deal of land has already changed hands. If Government wish to stop the speculation in land which is now going on and will most certainly continue, I would suggest that no more land be auctioned till the bridle-path to Sirukundru is completed. If this is done time will be afforded to widely advertise the sale and to enable prospectors to see the country. At present there can be very little competition at the auction sales which are only attended by the few who know that in a short time a much higher price will be obtainable for the land they purchase.

A good many people however are just beginning to visit these hills and if further sales are postponed as suggested, Government will, I am certain, secure a much better price for their land than if they sell at once, and they will also put a stop to land jobbing.

Note by the Chief Engineer, Public Works Department.

The Superintending Engineer, IV Circle, was directed in G.O., No. 76 W., dated 11th January 1898, to take immediate action on the proposals made by me in paragraph 6 of my note printed with the above Government Order and approved by Government.

2. He now submits with his letter No. 81/W., dated 15th February 1898, his inspection notes on the above roads and asks for orders thereon.

3. It will be seen from his letter and notes that some of the information given to me by the planters at Coonoor was somewhat misleading and that it is not advisable to carry out all the proposals based thereon.

4. One thing however is certain, viz., that a bridle-path can and must be made on the line already selected. Mr. Garrett states that this work should not take Mr. Loam more than three months, provided he is given the necessary assistance. I sent him Sergeant Ruck as soon as I knew that he required assistance, but owing to fever, he has been of little service. He has now been replaced by Sergeant C. J. Smith, who volunteered for the work and I am making arrangements to send him further help immediately. I hope therefore that there will be no difficulty in completing this bridle-path before the monsoon stops work.

5. With regard to the cart road Mr. Garrett reports as follows :—

(1) The Auliar crossing is 350 feet wide and as the Kullar suspension bridge is only 200 feet wide, it is quite unsuited for the purpose, and no action has accordingly been taken on the order to transport it from Kullar. He also gives it as his opinion that it is sound economy to build a cart bridge here once for all and he asks for permission to collect materials for building the piers at once and get them in during the present working season. I strongly support him in this and as every day is of importance, I telegraphed to him on 21st February "you can commence collecting materials for Auliar bridge" and I beg that this action may be confirmed. We have a grant of Rs. 50,000 next year to meet the cost. The order to bring the Kullar bridge to the Auliar should be cancelled.

(2) From the Auliar crossing for a distance of 3½ miles there is only one possible route for the cart road. For 2½ miles, this has already, to a great extent, been roughly cut and bridged, though the latter are very rough for want of proper supervision. Mr. Garrett asks for permission to extend this road for the full distance of 3½ miles and to metal it throughout because it will otherwise cut up very much during the rains. I recommend that this permission be granted, an estimate for the bridge and for these 3½ miles of cart road being submitted as soon as possible. It will be necessary, I fear, to re-build all the bridges, if they are not to give constant trouble. That they were built so roughly in the first instance is due apparently to Mr. Loam having no assistance and for this Mr. Hannan, his late Superintending Engineer, is responsible.

(3) From this point there are two alternative routes to Paralai—one *viâ* the Prince of Wales' ghât and Water-fall estate, on the line taken by the bridle-path, and the other *viâ* the Villoni Pass, which is said to be much shorter, but has not yet been traced. There is also an alternative route to the former from the top of Prince of Wales' ghât *viâ* the village of Lower Punachi. Mr. Garrett proposes that these three routes should be traced where necessary and estimated for. The Lower Punachi route may, it is said, be slightly shorter, but bridging would be more expensive, the route is very unhealthy and the Forest Department might object to carrying the road through forest reserve. I think, therefore, that this route may be omitted and estimates made only for—

(1) Prince of Wales' ghât route *viâ* Water-fall estate.
(2) Villoni Pass route.

The trace for the former is practically completed so that besides completing the bridle-path, Mr. Loam's attention can be concentrated on the Villoni Pass route.

(4) Mr. Garrett also proposes that the trace should be extended and an estimate for a cart road made from Sirukundru to Anaigundi Pass on Mount Stuart. This is no doubt desirable eventually, but I think it may be postponed for the present until the cart road to Sirukundru is a *fait accompli*. It will take all our funds for the next 2 or 3 years.

6. It is also stated that provision must be made for quarters for the Engineer in charge of the road work, and that they should be built before the monsoon, his present shed being unfit to live in. This is, I believe, unavoidable and I beg that its construction may be approved.

7. The work that has to be done, may, therefore, be summarised as follows:—

(1) Completion of bridle-path from Auliar river to Sirukundru.
(2) Construction of Auliar road bridge.
(3) Construction, metalling and bridging of cart road from Auliar for 3½ miles.
(4) Construction of Executive Engineer's quarters.
(5) Tracing and estimating for two alternative routes for cart road from end of road referred to in (3) to Sirukundru.

8. The Superintending Engineer states that Mr. Loam has been suffering a good deal from fever and wishes to take furlough next April. Of course if the former is the case and he obtains a medical certificate to that effect, he must be allowed to go, otherwise I should not be prepared to recommend his furlough until he had completed—

(1) The bridle-path from Auliar to Sirukundru.
(2) The tracings and estimates of the two alternative lines of cart road to Sirukundru.

The construction of the Auliar bridge and of the 3½ miles of road therefrom can be entrusted to an upper subordinate working under the Executive Engineer, Coimbatore division.

9. I would call attention to Mr. Garrett's remarks about the sale of land in paragraph 7 of his letter. It seems necessary to take precautions to prevent the sale of Government land at rates very much below its real value.

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

4th March 1898.

ORDER—No. 781 W., dated 23rd March 1898.

The recommendations of the Chief Engineer, as summarised in paragraph 7 of his note above recorded, are approved. The Superintending Engineer will take the necessary action thereon, and submit the requisite plans and estimates with the least possible delay.

2. The action of the Chief Engineer in ordering the collection of materials for the Auliar bridge is confirmed.

3. The proposal to transfer the Kullar foot bridge to the Auliar is cancelled.

4. The remarks in paragraph 7 of the Superintending Engineer's letter will be considered in the Revenue Department.

(True Extract.)

Under Secretary to Government.

To the Superintending Engineer, IV Circle, with tracing.
" Examiner, Public Works Accounts.
" Revenue Department.
" Local and Municipal Department.

Exd. G. Ramiah Sastri.

From orders

To be [illegible]
Printed

Papers to be read in Proceedings:—

Please print emergen

Again G.O., dated 189 , No.
Again G.O., dated 189 , No.

18P
Quote
Print [illegible]

Current No. 1356 of 1898, dated 10. 2. 98, from the Rev. Dept
" " 1439 " 1898, " 15. 2. 98, " " S. S. IV circle
" " " 189 , " , "

Proof note ~~[illegible]~~ Chief Engr Recd of 4. 3. 98

No. 781 W. 23. 3. 98.

20 MAR 98
REVENUE DEPARTMENT

ORDER.

The recommendations of the Chief Engr., as summarised in para 7 of his note above recorded, are approved. The Supdg Engr will take the necessary action thereon, & submit the ~~necessary~~ requisite plans & estimates with the least possible delay.

2. The action of the Chief Engineer in ordering the collection of materials for the Auliar bridge, is confirmed

3. The proposal to transf the Kullar foot bridge to the Auliar is cancelled.

4. The remarks in para 7 of the Supdg Engr's let

The Secy to Govt Rev Dept for favour of remarks

Secy May be communicated
[illegible]
20/3/98

will be consulted in the Rev. Dept.

19.3.98

21/3/98

T
B

10 the S.E. IV circle
with enclosures
. ~~Exe Eng~~
. Rev. Dept
. Com. Dept

Desp 6/4/98

Rev. Dept 19-3-98.

Kg & circ

Anamalai Roads P.W. DEPARTMENT.

Urgent

Papers to be read in Proceedings :—

Again G.O., dated 189 , No.
Again G.O., dated 189 , No.
Current No. 1439 of 1898, dated 16-2-98, from S E IV Circle
" " " 189 , " , "
" " " 189 , " , "

Note for ORDERS

Note by the Chief Engr
[illegible]

This order was not in this file at all – I found a copy of it in the linked file – The orders put up in this file are not properly arranged. The oldest is at the top instead of at the bottom. Much inconvenience & loss of time is caused by papers not being put up according to rules.

The Secy to Govt. Rev. Dept. for favour of counter-initials

4.3.98

The Supdg Engr. IV circle was directed in G.O. No. 76 W dated 11th January 1898 to take immediate action on the proposals made by me in Para 6 of my note printed with the above G.O. & approved by Govt.

2. He now submits with his letter No. 81/W dated 15th February 1898 his own inspection notes on the above roads & asks for orders thereon.

3. It will be seen from his letter & notes that some of the information given to me by the planters at Coonoor was somewhat misleading & the it is not advisable to carry out all the proposals based thereon.

4. One thing however is certain, viz, that a bridle path can & must be made

P. W. 1.
500-27-1-98.

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(1) The Aulian Crossing is 350 feet
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during

3

during the present working seaso
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"You can commence collecting
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I beg that this action may be con-
firmed. We have a grant of
Rs 50000 next year to meet the cost.

Appd. A.G.H.

The order to bring the Kullar bridge
to the Aulian should be cancelled.

Yes. A.G.H.

(2) From the Aulian crossing for
a distance of 3½ miles there is
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May be granted. A.G.H.

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Mr Loan having no assistance & on this Mr Hannan, his late Supdg Engr. is responsible.

(3) From this point there are 2 alternative routes to Paralai - One *vià* the Prince of Wales Ghaut & Water-fall estate, on the line taken by the bridle path, and the other *vià* the Villoni Pass, which is said to be much shorter, but has not yet been traced. There is also an alternative route to the former from the top of Prince of Wales Ghaut *vià* the village of Lower Panachi. Mr Garrett proposes that these 3 routes should be traced where necessary & estimated for. The Lower Panachi route may it is said, be slightly shorter, but bridging would be more expensive, the route is very unhealthy & the Forest Department might object to carrying the road through Forest Reserve. I think therefore that this route may be omitted & estimates made ~~any~~ only for

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The trace for the former is practically completed so that besides pleting the bridle path, Mr an's attention can be concentrated on

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Very well. A.S.H.

5. It is also stated that provision must be made for quarters for the Engineer in charge of the road work, & that they should be built before the monsoon, his present shed being unfit to live in. This is, I believe, unavoidable & I beg that its construction may be approved.

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6. The work that has to be done, may, therefore, be summarised as follows:-

(1) Completion of bridle path from Aulian river to Sirukondan

(2) Construction of Aulian road bridge.

(3) Construction, metalling & bridging of cart road from Aulian for 3½ miles.

(4) Construction of Executive Engineer's Quarters

(5) Tracing & estimating for 2 alternative routes for cart road from end of road referred to in (3) to Sirukondan

A.S.H. 16.3.98

The Supdg Engr states that Mr
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The construction of the Aulian Bridge & of the 3½ miles of road therefrom can be entrusted to an upper subordinate working under the Executive Engineer, Coimbatore Dn.

8. I would call attention to Mr Garrett's remarks about the sale of land in para 7 of his letter. It seems necessary to take precautions to ~~prevent~~ prevent the sale of Govt land at rates very much below its real value.

W B [illegible]

W. 4.3

R.S. 4-3-98 } R 19-3-98

A 7.. –

1439

H.C.

With reference to the Hon'ble member's remark I beg to inform you that the file was properly arranged but unfortunately G.O. No. 76 W of 11-1-98 was not flagged, as that was the only paper quoted in the draft.

[illegible]
19-3-98.

S.A.W.

The Circ Clerk is positive that the file was correctly arranged when it left the office. It must have got disarranged in the course of circulation as it went right round.

R..
19.3.98.

W

Submitted with refce to the Hon Sir H. Bliss' note – the file is

---

Note for orders. [illegible]

1. The S.E. IV Circle was directed in G.O. No 76 W dated 11 Jan 1898 to take immediate action on the proposals made by me in para 6 of my [illegible] ~~attached~~ printed with the above G.O. & approved by Govt.

2. He now submits with his letter No: 81/W dated 11 Feb 1898 his inspection notes on the above roads, and his orders thereon.

3. It will seem from his letter & notes that some of the information given to me by the planters at Coonoor has been somewhat misleading, & that it is not advisable to carry out all the proposals based thereon.

4. One thing however is certain, viz that a bridle path can be

selected. Mr Garrett [illegible] that this work should take [illegible] more than 3 months provided he is given the necessary assistance. I sent him Sergt Ruck, as I knew that he required assistance, but owing to fever he has been of little service. He has now been replaced by Sergt C. J. Smith, who volunteered for the work, & I am making arrangements to send him further help immediately. I hope there will be no difficulty in completing this bridle path before the monsoon stops work.

4. With regard to the cart road Mr Garrett reports as follows:

"(1) The Cachar crossing is 350 feet wide, & as the Kullar suspension bridge is only 200 feet wide, it is quite unsuited [illegible] & an action

has accordingly been taken in order to transport it a [illegible] Kullar. He expresses [illegible] his opinion that it is [illegible] economy to build a cart [illegible] here once small. & he a[illegible] for permission to collect materials for building the piers at once & let them in during the present wor[illegible] [illegible] my decision – I strongly support him in this, & as every day is of importance I telegraphed to him on 21st inst. he can commence collecting materials for Cachar bridge, & I beg that this action may be confirmed – he has a grant of Rs 50000 with which to meet the cost. The orders to bring the Kullar bridge to the Cachar should be cancelled.

(2) From the Cachar crossing for a distance of 3½ miles there is only one possible route for the cart road. [illegible]

selected. Mr Garrett [illegible] showed
this has already been roughly cut to a great extent
extended. Though the latter are very
rough for want of proper super-
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permission to extend this
road for the full distance of 3½
miles & to metal it throughout,
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I recommend that this permission
be granted an estimate for the
bridges for these 3½ miles of cart
road being submitted as soon as
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they are not to give constant ~~mistake~~
trouble. ~~It is a fatal~~ they were built so roughly
that they were built so roughly
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inexperience & partly this Mr
Hannan, his late S.E. is res-
-ponsible.

Of this road there are 2
to Pinalad

one via the Prince of Wales Plant
Waterfall estate, on the line laid
by the Public Works Dept & the other
via the Villiers Pass, which
is said to be much shorter, but
has not yet been traced. There is
also an alternative route to
the former from the top of the
Pass start via the village of
Lower Pinacle. Mr Garrett
proposes that these 3 routes should
be traced where necessary &
estimated for. The Lower Pinacle
route along it is said, be
slightly shorter, but lodging would
be more expensive, the route is
very unhealthy, & the Forest Dept
might object to carrying the road
through Forest Reserve. I think
therefore that this route may be
omitted & estimates made up
for ~~(1) Villiers Pass route~~
(1) Prince of Wales Plant route
via Waterfall estate
(2) [illegible]

The trace to the former is practically completed, so that, besides completing the bridle path Mr Evans' attention ~~need only~~ can be ~~[illegible]~~ concentrated on the Villoni Pass route -

Mr Garrett also proposes that the trace should be extended as approach to a cart road made from Srinkunda to Anayundi Pass in Mount [illegible]. This is no doubt desirable eventually but I think it may be best for the present until the cart road to Srinkunda is an fait accompli. It will take all our funds for the next 2 or 3 years -

5. It is also stated that provision must be made for shelters for the Engineers in charge of the road work, and that they should be built before the monsoon, no present shed being unfit [illegible] This is, I believe [illegible] that its [illegible]

construction may be approved

6. The work that has to be done may therefore be summarized as follows:

(1) Completion of bridle path to [illegible] River to Srinkunda

(2) Construction of [illegible] Road [illegible]

(3) Construction and metalling and bridging of cart road from [illegible] to 3½ miles

(4) Construction of [illegible]

(5) Tracing and estimating two alternative routes for cart road from ~~3½ miles~~ end of road referred to in (3) to Srinkunda

7. The L.G. states that Mr Evans has been suffering a good deal from fever and wishes to take furlough next April. In course of the former in the medical case, and he [illegible] certificate to the [illegible]

Mr Garrett

must be allowed to go. Otherwise I should not be prepared to recommend his furlough until he had completed

(1) The bridle path from [illegible] to Sirukundra

(2) The tracings & estimates of the 2 alternative lines of cart road to Sirukundra.

The construction of the [illegible] 3½ miles of [illegible] of the road therefrom can be entrusted to ~~some other officer~~ any other subordinate working under the Ex. Engr. Coimbatore

Dn.

5. I would call attention to Mr Garrett's remarks about the sale of land in para 7 of his letter - It seems necessary to take precautions to prevent the sale of land at rates very [illegible] below its real value.

Soon

Public Works (1898) Department.

CURRENT No. 1439

From The Superintending Engineer 4th Circle.

Order

No. 81/W

Dated 15th February 1898

Received } 16-2-98
Registered }

Enclosures – 3 (+ plans)

Spare copies

SUBJECT.

Forwards Notes of Inspection on Anamalai Ghat Roads from 25th January to 8th February 1898.

BACK PAPERS.

No.	Date.
~~3321W~~	~~29-11-97~~
154W	19-1-98
76W	11-1-98
3557W	18-12-97
1014	4-12-97 Rev.
3321W	29-11-97
1693D	16-10-97
1512D	29-9-97
1446D	22-9-97
889D	22-7-97
867D	19-7-97
3139C	9-7-97
611D	25-6-97
252D	17-5-97
2035C	8-4-97
1895C	1-4-97
1793C/A	29-3-97
846W	23-3-97
1541C	17-3-97
1448C	12-3-97
1110C	24-2-97
253W	26-1-97
3527W	9-12-96
4551C	2-12-96
3377W	24-11-96
4054C	12-11-96
3211W	10-11-96.
495	28-9-96 Rev.
3610C	20-10-96
1514D	8-10-96
1505D	7-10-96
1504D	7-10-96
1430D	28-9-96
1242D	8-9-96.

FURTHER PAPERS.

No.	Date.

No. 81/W

Suptg. Engr's Office IV circle
Coimbatore 15. February 1898.

From.
A. H. Garrett Esq.,
Superintending Engineer,
Fourth circle.

To,
The Chief Engineer,
Public, works, Department,
Madras.

Sir,

nclosures. 3.
Notes of Inspection
Statement of Expenditure
Tracing.

I have the honor to forward my Inspection notes on the Anamalai Roads.

2. You will observe that some of my instructions to Mr. Loam are not in entire accordance with your orders which were however based on the somewhat imperfect information laid before you at the meeting at Coonoor last December.

3. I take it that your intention is to have a good rideable path made from the Aliyar Crossing to Sirukundru as soon as possible, and

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this is the work which Mr. Loam has been ordered to carry out.

4. It should not take him more than 3 months to complete this portion of the work, provided the necessary assistance is furnished him. Hitherto he has been working single handed and without sufficiently definite instructions.

5. He has undoubtedly had numerous difficulties to contend against, and without going so far as to say he is in no measure responsible for any delay, I must express my very decided opinion that he should be protected from irresponsible criticism of the kind recently directed against him.

6. He has been made the recipient of a very large amount of advice, failure to comply with which, though not always sound or practicable, has sometimes caused irritation and been regarded as an indication of

professional

professional incompetence.

7. From the tracing which accompanies my notes it will be observed that a good deal of land has already changed hands. If Government wish to stop the speculation in land which is now going on and will most certainly continue, I would suggest that no more land be auctioned till the bridlepath to Sirukundru is completed. If this is done time will be afforded to widely advertise the sale and to enable prospectors to see the country. At present there can be very little competition at the auction sales which are only attended by the few who know that in a short time a much higher price will be obtainable for the land they purchase.

A good many people however are just beginning to visit these Hills and if further sales are postponed as suggested Government will I am certain secure a much better price for their land than if they sell at once, and they will also put a stop to land jobbing.

I have the honor to be
Sir,
Your most obedt. Servant.

A. H. Garrett
Superintg. Engineer IV Circle

NP
14.2.98

"Enclo: No. 1 to letter No. 81/W"

Inspection Notes of A. H. Garrett Esq
Superintending Engineer 4th Circle from
25th January to 8th February 1898.

25th January 98. – To Pollachi

26th – Kottur

27th – Villoni by Princes Ghat

28th & 29th – Punachi Princes Ghat and Mr. Loam's trace.

30th & 31st – Paralai. Gass' trace and Mr. Loam's continuation.

February 1898.

1st & 2nd – Sirukundru. Mr. Loam's trace.

3rd & 4th – Valparai. Kader path.

5th – Narasiers Tote. Findlay Mair & Co's trace and Mr. Loam's

6th & 7th – Punachi – Mr. Loam's trace – Gass' trace. Kader path to Kavur Kalparai.

8th – Kottur – By the bullock path or what the planters call the bridle path.

The above tour enabled me to see all the work done on the Anamalai roads, and to form an opinion on the route ordered to be taken by the loop road from Sirukundru, and other points raised at the meeting at Coonoor in December last.

Prince of Wales Ghat — I am unable to find out when this path was made. It existed before the Prince of Wales' visit to this country, and seems to have acquired its name from the fact that it would have been used by the Prince if he had carried out his original intention of shooting in Michael's Valley. It is essentially a bridle path constructed on a scientific trace of about 1 in 17 and was taken as far as lower Punachi Village.

NP 14.2.

In addition to the Princes Ghat there is a rough path constructed without any trace and used by bullocks. It is referred to by the planters as a bridle path, but it is not suitable for horses except where it is identical with the Prince's Ghat.

I imagine this old bullock path was the first road up the Anamalais and the Princes Ghat was made afterwards to provide a path which could be used by horses and which might subsequently be converted into a cart road. In places the path is now wide enough for a road but its general width is not more than 7 or 8 feet.

I belive the Forest Department now spend a small sum annually on the upkeep of the bullock path, but it is in very bad order, and owing to its steepness it would I should say be impossible to keep it in proper repair. The owners of the Waterfall Estate used to keep it up receiving a contribution from Local Funds, but of late years its maintenance has devolved on the Forest Department.

It is difficult to understand why the Princes Ghat was not maintained instead of attempting the impossible task of keeping the bullock path in order.

Section C to D (0-8 m 6 f) Aliar Crossing — In Chief Engineers Memo No 1446 D. of 22nd September '97 instructions were given to take down the suspension bridge at Kallar and use it at Vananthorai for the Aliar. Orders were given accordingly as reported in this Office No 579 W of 26th October 1897, but were subsequently countermanded in consequence of representations made by the Collector vide this Office No 604 M of 5th November 1897. No action has yet been taken on G.O. No 76 W of 11th January '98 and after seeing the Aliar which is 350' wide, I am of opinion that the Kallar foot bridge would not be at all suitable. Moreover as it is evidently the intention of Government to construct a cart road ~~round~~ without loss of time, I submit that it would be a more economical arrangement to take advantage of the present working season and get in the piers for

x 3321 W
29-11-97

a

for a girder bridge before the monsoon. If this proposal is approved I would give orders for the preparation of materials and submit an estimate for the bridge without loss of time.

First two and a half miles from river — The Collector ordered Mr Loam to make the road from the Aliar Crossing to a point 3½ miles distant, where it was possible the road might be diverted and taken over the Villoni pass, suitable for Carts at once, and for a distance of 2½ miles work has been done or is in progress in Conformity with the Collector's instructions.

Mr Loam has been told to Complete this work and advised that all orders regarding work to be

done

done will in future come through me. I think this portion of the road should be metalled, and should like to have orders on this point. Unless metalled the road will be much cut up in the monsoon. The soil is not particularly good and in one place for a short legth the road surface was nothing but loose sand.

Road Bridges — Three of these were inspected. The first was a small one of 8' span, and only the abutments had been put in. The work had been done without any plan and was not suitable. The class of work (rough stone packing) was also inferior. So I ordered it all to be taken done and rebuilt, a plan being first made.

The Second bridge had 3 spans of 12' and the third 3 of 8'. They carry the road over the Villoni river and one of its tributaries. The piers are about 4' thick formed of rough stone packing founded on rock. The road is carried on jungle wood beams of sufficient scantling placed 3' apart from centre to centre. Over the beams there is planking 2" thick and then earth. The abutments are built like the piers. The work is rough and the beams have not got an even bearing as they rest on irregular small stones. Apparently however the structures are stable enough as the Elephants go over them.

Revetments — All the revetments inspected are some what rough, and in one case some new work had slipped.

Th

The stone procurable is not very well suited for this kind of work, but still better work would be turned out with proper supervision. All this work had next to no supervision, as whilst it was going on, Mr Loam was engaged on his trace to Serukundru and Sergt Ruck who arrived after the Xmas holidays has not been of much assistance owing to constant attacks of fever.

From the bridge (3 spans of 8') over the Villoni tributary (2½ miles) to the point where the road through the Villoni pass would take off (3½ miles) the only work done has been repairing existing revetment and forming drains. No widening has been yet attempted in this portion and orders are requested as to whether it should be formed into a cart road or not. For the next half mile the Prince of Wales Ghat goes along the side of precipitous rock. This portion has not been used for a long time. The old revetments have stood wonderfully well, but to make the path suitable for riding some more blasting is necessary and this is now in progress. To carry a cart road along this portion will be very expensive, involving an immense amount of difficult blasting. No other line for the road is possible. In miles 5 & 6 old revetments have been made up but no widening has been done.

It would be simple work to convert the path into a cart road in these miles.

From

From 6 miles to 6 miles 4 furlongs the ghat was originally wider than in the lower portions and has been widened out to 15 ft by Mr Loam at a very slight cost. At 6½ miles there is a bridge of 2 spans of 12', roughly built of dry stone and not well laid out. The timbering of the bridge has not yet been put up. No plan or estimate was made and there was very little supervision. From this Bridge to point D. in the tracing a distance of 2 miles 2 furlongs, there is a new trace for 6 furlongs cleared to a width of 6 ft (the Prince of Wales Ghat in this portion not being suitably graded for a cart road) and the remaining 1 mile 4 furlongs has been given a width of 15 feet, the revetments

which

it should be formed into a cart road or not. For this next half mile the Prince of Wales Ghat goes along the side of precipitous rock. This portion has not been used for a long time. The old revetments have stood wonderfully well but to make the path suitable for riding some more blasting is necessary and this is now in progress. To carry a cart road along this portion will be very expensive, involving an immense amount of difficult blasting. No other line for the road is possible.

In miles 5 & 6 old revetments have been made up but no widening has been done.

It would be simple work to convert the path into a cart road in these miles.

From

From 6 miles to 6 miles 4 furlongs the ghat was originally wider than in the lower portions and has been widened out to 15 ft by Mr Loam at a very slight cost. At $6\frac{1}{2}$ miles there is a bridge of 2 spans of 12', roughly built of dry stone and not well laid out. The timbering of the bridge has not yet been put up. No plan or estimate was made and there was very little supervision. From this Bridge to point D. in the tracing a distance of 2 miles 2 furlongs, there is a new trace for 6 furlongs cleared to a width of 6 ft (the Prince of Wales Ghat in this portion not being suitably graded for a cart road) and the remaining 1 mile 4 furlongs has been given a width of 15 feet, the revetments

which

road is formed.

Section F to G (14m 1f to 16m. 4f.) — Gass' trace. In places the path is very steep and quite unsuitable for a cart road. A portion of it will have to be re-traced which will not materially increase its length.

The whole length of the trace has been converted into a bridle path, the jungle being cleared for a width of 10 ft. and a path formed 6' wide. The work was done a year ago on contract by Mr Windle's Assistant Mr Marsh, and the steep portions are now in very bad order and show how difficult, if not impossible, it would be to maintain paths of this description.

Section

Section G to I (16m. 4f 19m. 6f.) — Work in this section was also done by Mr Marsh before last monsoon. The jungle has been cleared for a width of 10 ft. and a path formed 6 feet wide.

A little blasting is here and there necessary and regrading in a few places where the path has been diverted to avoid big trees. Side and Cross drains have been cut, and must be cleared before the monsoon. No upper drain has been made, and it would be very expensive and hardly necessary, owing to the thick under growth which would prevent a rush of water on to the road. There is break of 500 feet in this section where extensive revetments 'e and heavy blasting is required. The work is in progress & Mr Loam has been ordered to complete it without delay.

A steep short cut for bullocks has been made in this section by which the distance has been reduced by a mile, but in some places Mr Loam's trace is used by the bullocks in preference to the short cut.

Section I to H - 19m. 6f to 22m. 1f — A little revetment and blasting remains to be done and should be finished off as soon as possible. In para 4 of Chief Engineers note dated 31st December 97 the length from G. to H is given as 8 miles. It is however only 5 M. 5 fur.

This branch I to H only serves Mr Windles' property, and I presume it is not intended to make branch roads to all Estates. By continuing the branch however along a trace already made through their property, by Findlay Muir & Co, the largest holders of land on these Hills, we shall serve not only their blocks but also 3 blocks of 1000 acres each belonging to Messrs Akelandayer and Krishnasawmy Iyer which at present are quite inaccessible. This arrangement will in fact answer all the purposes of the loop road at a much smaller cost

The loop in any case should not go to the north of the Paralay precipices

I have been to Kaveri-Kal parai, and it would be extremely difficult to join on to the main line between G. and H.

The proper course for the road to take from Sirukundru is undoubtedly in the direction of Mount Stuart. All the land not yet taken up would be along this route and the present path to Sirukundru togther with the branch from I to H extended as proposed, serves all the land now taken up (vide tracing), though it might be advisable later on to connect the branch with the road from Sirukundru to Mount Stuart.

Section I to J - 19m 6f

A lockspit 3 ft. wide has been made for $3\frac{1}{2}$ miles and jungle cleared for a width 20' for $1\frac{1}{2}$ miles. A break then occurs of about 2 miles in length and from this point the trace has been continued to Sirukundru. At 20 miles 6 furlongs the Naduar is crossed and here a small bridge say 2 spans of 8 feet will be required. The next river is the Karikodu ar at 22 miles 2 furlongs. This is a larger river but at the point of crossing there is nearly horizontal sheet rock and a road dam is all that is wanted at present

Mr Loam has been ordered to complete a 6' bridle path in this section and clear jungle for a width of 20 feet. Labour for felling is now easily obtainable, and when this path is turned into a cart road, traffic would have to be completely suspended if trees had to be felled and cleared away.

Estimates — The only estimate yet sanctioned for the Anamalai Roads are those referred to in G.Os No 3377 W and No 846 W dated respectively 24th November 1896 and 23rd March 1897. The first was for Rs 1000 and the second for Rs 2620. In November 1897 Mr Loam sent up an estimate to the Collector amounting to Rs 15617 providing for all work he had done up to date and for continuing the bridle path to the Anaigundi Pass via Sirukundru. —

The Estimate was sent on to the Superintending Engineer by the Collector with a remark that the provision made by Mr Loam was inadequate, and before moving in the matter I thought it advisable to wait till I had visited the Anamalais. Besides being manifestly inadequate, the estimate has not been prepared in sufficient detail, and I have given Mr Loam necessary instruction for remedying these defects. In order to regularise expenditure as soon as possible I have asked Mr Loam to prepare an estimate for all work done up to date and for completing the bridle path to Sirukundru.

Provision must also be made for quarters for the Engineer in charge of the road work. His bungalow ought to be built before the monsoon, and a good site has been selected opposite Mr Narasiers house. I find that Mr Loam has already got his door and window frames ready for a house designed by Mr Harman, Mr Loam has been asked to submit the estimate without delay and in the mean time I have ordered him to proceed with the Collection of materials. His present shed is not fit for occupation.

Work remaining to be done by Mr Loam.

Mr Loam has been suffering a good deal from fever and wishes to take furlough next April. Before he goes away he should make a trace from Sirukundru to Anaigundi Pass and another from 3½ mile in the Princes Ghat to Paralai via the Villoni Pass. Also if there is time a trace along the lower Punachi route. Estimates would then have to be made for Cart roads,

(1) From the Aliar Crossing to Paralai via the Princes Ghat and the Waterfall Estate.

(2) From D to G. by the

lower Punachi route

(3) From 3½ miles on the Princes Ghat to Paralai via the Villoni Pass.

(4) From Paralai to Anaigundi Pass via Serukundru.

When these estimates have been made the route for the Cart ~~route~~ road could easily be decided on.

The route via the Villoni Pass is siad to be very much shorter, but till a trace has been made nothing can be known for certain.

The route from D to G by lower Punachi might be slighly shorter but bridging would be more expensive and the Forest Department would probably object to the road being taken thro reserved Forest on the ground of risk from fire. Moreover Lower Punachi is extremely unhealthy, and this would greatly add to the difficulty of carrying the road along this route.

I attach a statement I have had prepared showing the expenditure on each section of Mr Loam's work up the end of January, also a map in illustrations of the notes.

Supg: Engineer, 4th Circle.

Compd.
T.D.S.
15/2/98

"Enclo: No 2 to letter No 81/w"

Statement showing expenditure by sections on Anamalai Roads.

Discription of Work	Section C to D			Section D to E			Section E to F			Section F to H			Section I to J			Total		
	Rs	A.	P.	Rs.	A.	P.												
Earth work	898	2	4	70	4	6	253	12	"	1,530	14	"	208	1	3	2961	2	1
Revetments	1,893	9	9	140	1	4	92	12	8	61	9	6	446	"	8	2634	1	11
Blasting	452	5	5	"	"	"	29	4	"	66	5	8	35	11	10	583	10	11
Clearing jungle	101	4	"	"	"	"	"	"	"	456	12	"	300	2	"	858	2	"
Tracing	138	13	1	"	"	"	"	"	"	1,460	10	2	"	"	"	1,599	7	3
Bridges	1,032	[illegible]	11	"	"	"	"	"	"	"	"	"	"	"	"	1032	1	11
Total	4516	4	6	210	5	10	375	12	8	3,576	3	4	989	15	9	9,668	10	1

Superintending Engineer
4th Circle.

O.W.S. 4 / 1439/98

Public works
~~Revenue~~ (189 8 7) Department.

CURRENT No. ~~10071~~ 1356

781 W

SECY. GOVT. MADRAS
23 NOV 97
REV. DEPT.

From

The Board of Revenue, Land Revenue
Madras

Endorsement Mis No. 684
~~Order~~

Transferred to the Public Works Department

Fort Saint George, 10th February 1898 } W Marjoribanks
Ag Under Secy to Govt

Forest No. 1202 Mis.

Dated 19th November 1897

Received 22 " } 14. 2. 98
Registered 23 " }
Enclosures ~~3~~ 12
Spare copies

To

The Public Works Dept
with note in original.

PMM
9. II. 98

SUBJECT.

Forwarding to Government Revenue Department with remarks - Coimbatore Collector's report re: the opening of roads on the Anamalai - Ghaut Coimbatore District and submitting that a road which can be used without difficulty by pack bullocks & coolies will suffice for the - present.

N. M.
26.11.97
4

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Coimbatore Collector's Office

South Forest Branch

SUPDG. ENGINEER P.W.D. 3 NOV 97 FOURTH CIRCLE 878 M.

From,

The Collector of

Coimbatore.

To,

The Secretary to the Commissioners of

Land Revenue

Through the Superintending Engineer,

4th Circle.

Ref. 2. No. 795 Sale of 1897-98

Dated 31st October 97.

Despatched 2nd November 97.

Enclosures Nil.

Subject.

Reporting on the progress made in the construction of the main road designed to open up the country leased out for coffee cultivation on the Anamalais.

Coimbatore Collector's Office,

Ref. R. No. 795/Spl. of 1897-98 South Forest Branch,

31st October 97.

From,

A. Butterworth Esquire,

Ag. Collector of Coimbatore

To,

The Secretary to the Commissioners of

Land Revenue,

Through the Superintending Engineer,

4th Circle.

Sir,

I have recently returned from a visit to the Anamalais whither I went with the special object of ascertaining the progress made in the construction of the main road designed to open up the country recently leased out for coffee cultivation. In the course of my tour I had the opportunity of consulting Mr. Loaur the Executive Engineer on special duty in connection with the road and Messrs. Windle and Marsh who are now engaged in opening up land. The result of my inspection of the country I have now the honour to intimate to the Board of Revenue.

2. It has been distinctly stated in para 6 of Government Order dated 28th September 1896, No. 495, Revenue, that Government undertakes the construction of a main road, by which I understand a road practicable for wheeled traffic, through the land which is to be thrown open to coffee cultivation and, in para 6 of Government Order dated 4th December 1896, No. 694, Revenue, it was decided that the Collector and the District Forest Officer should, in communication with the

In R.P. 7 no 466 A 7 3 Oct/96
Flag D.

In R.P. 7 no 555 D 7 Dec/96
Flag V

Public Work Officer in charg of the road, arrange for the alignment of the same. This being so, I have given Mr. Loam definite instructions to press o the construction of a cart-road to Paralai.

3. From Angalakurichi on the plains there is a very rough cart-road leading to Ennândurai where it meets the Âliyâr river here 200 or 300 feet broad, swift, liable to sudden floods and flowing over a rough, stony bottom. Up to Ennândurai the road belongs to the Pollachi Taluk Board & the District Board has recently allotted Rs 6,200 for the improvement of the section from Angalakurichi. This work is to be taken in hand at once.

4. At Ennândurai a

bridge is essential and the bridging of it is a work which properly appertains to the Ghât road & should be carried out by the Public Works Department Officer in charge of the Ghât road as the necessity for the bridge is due entirely to the opening up of the hills to coffee cultivation. I had given Mr. Loam orders to estimate for the construction of a stone bridge or wooden bridge on stone piers but he has just written to say that he has been ordered to convey a suspension bridge from Kallâr, where it is lying idle, to Currândurai. This order issued, I believe, on the advice of the Superintending Engineer but I venture to protest against it. The suspension bridge is, I am told, useless for cart traffic but it is for that traffic which we have to provide. At nearly all times pack bullocks and men can wade across the Âliyâr at Currândurai and a foot bridge is a mere luxury. The cost of conveying the bridge from the foot of the Nilgiris to the foot of the Anamalais will also be considerable. It has, I believe, been suggested that the Âliyâr might be bridged at Muttidurai which is near Currândurai but I see no particular reason for adopting the former route which would, apparently, involve the acquisition of paddy land & the passage at Currândurai has the advantage of possessing a rough road on both sides of the ford. The Executive Engineer can, however, be left to decide whether to construct the bridge at Onnândurai or Muttidurai as the difference in the cost of the alternative routes cannot be large.

5. After crossing the Âliyâr at Onnândurai we come to a rough track leading for half a mile or so to the foot of the hills. This can be converted at a very small cost into a decent cart road and Mr. Loam has begun to clear it.

6. After this the ghat road proper begins & for half a mile or so the road is in an almost complete condition but a little more blasting and revetting is desirable to render it thoroughly suitable for cart traffic as in places it is a bit narrow.

7. Mr. Loam, I may mention here, had no definite instructions heretofore to carry a cart-road up the ghât, his orders being to make a bridle path to Pâralai. Those orders have been carried out and a man can ride without much difficulty from the foot of the hills to Mr. Windle's Estate at Paralai following the Prince of Wales's trace nearly as far as Punachi & after that, a new bridle path. What has now to be done is to make a cart-road to Paralai & this fact I have impressed upon Mr. Loam.

8. The half mile or so of made road follows the old Prince of Wales' trace leading to Punachi. This trace has a gentle gradient

and is not unduly circuitous.

In these respects it is thoroughly suitable to form the line of the new cart-road. But, about 3 miles from the foot, the track becomes very narrow and continues so for a mile or more and in this portion a great deal of blasting will have to be done to render it passable for carts.

Here, however, the point where the Prince of Wales' trace contracts, it would be possible to abandon it altogether & strike to the westward across a saddle known as the Villoni Pass. Mr. Bradley was of opinion that this would be the best route for the cart-road to follow & Mr. Loam believes that by this way the journey to Paralai would be considerably shortened. At present, however, the route is unknown and it may present unexpected difficulties.

I have therefore requested Mr. Loam, while pressing on the work on the lowest 3 miles of the Prince of Wales' trace which will in any case be the line of the new road, to personally inspect the route over the Villoni Pass to Paralai & to report to me at an early date his opinion as to its suitability.

9. It is, however, a great point in favour of the Punachi route as compared with the Villoni route, that we have all the way an existing trace to follow and, unless the Villoni route shows a considerable saving in length & cost, the Punachi route will be the one to follow. Having passed the mile or so where extensive blasting will be necessary, we have no serious difficulties to face until we get close to Punachi. At this point the present

bridle path becomes steep & it is doubtful whether an easy gradient for carts can be secured. Mr. Loam thinks that it would probably be expedient to descend for a short distance from this point to Lower Punachi & thence follow the valley up to the further end of the Waterfall Estate where the bridle path is again struck. I believe that the Prince of Wales' trace adopts this line but foot passengers and pack bullocks follow the steeper path which passes the Ranger's hut and traverses the whole of the Waterfall Estate.

The advantage of the Lower Punachi route would, apparently, be two-fold; it would secure an easier gradient & avoid a great portion of the coffee in the Waterfall Estate through which, however, Government has a right of way. I have asked Mr. Loam to investigate this line in the event of his coming to a conclusion adverse to the adoption of the Silloni route.

10. From Punachi on to Paralai, a distance of 11 1/2 miles, the new bridle path runs, the Prince of Wales' trace ending at the former place.

Portions of the path are steep as the rather abrupt watershed between the East and West coasts has to be crossed but I fancy that no Engineering difficulties will stand in the way of a good cart road. The western slope of the Watershed down to Paralai is gentle & the felling of trees will probably prove the most costly and difficult part of the work of Converting the present bridle path into a cart road.

It has struck me that the most expeditious & economical way of making the road between Puwâchi and Pâralai (I assume that the Villoni route proves impracticable) would be to entrust the work to trustworthy contractors and it has been suggested that, perhaps, Messrs Mitchell and Mackenzie who have done a good deal of road-making in the Wynaad would be willing to take up the job. If this were done, Mr Loam could devote his whole energies to the road up to Puwâchi and, if the Board approves, I will consult the gentlemen whose names I have mentioned.

11. From Pâralai the road is to wind through the coffee country and debouch at Mount Stuart where it will strike a fairly good ghat road leading to the plains. This part of the work will take a long time as the distance to be traversed is considerable.

Mr Loam is running a trace towards Sirigundai with a view to determine the alignment of the extension of the road beyond Pâralai but I have instructed him to make no attempt at present to make anything more ambitious than a bridle path beyond Pâralai, as it will be time enough to think of extensions when we have got a decent road to Pâralai. The cart road is mainly required to facilitate the transport of the produce from the Estates to the plains but there will certainly be no such produce for four or five years at least. There is, thus, no particular reason for hurrying on the construction of a cart-road beyond Pâralai.

12. I understand that it is proposed to expend Rs 7000 in constructing a house at Pârlai for the Engineer. I venture to think that so large an expenditure is unnecessary. Mr. Loam's headquarters must for some time be in the neighbourhood of Punâchi & Villoni &, if the Punâchi–Parâlai section is given out on contract as I propose, he will not have much occasion to be at Pâralai.

Undoubtedly some decent building is required at Pâralai for the Engineer who now, when he visits that place, puts up in a miserable hut, but, with vast quantities of fine timber lying about on Mr. Windle's clearings, I imagine that it would be possible to run up a wooden bungalow at a small cost, something, certainly, much less than the Rs 7,000 proposed. This, however, is perhaps a matter which it is not within my province to discuss.

13. To sum up:—

(1) The District Board will in the course of a few

months, I hope, have a good road between Angalakurichi and Cnnāndurai

(2) The Âlijâr must be spanned by a bridge suitable for carts & Mr. Loam has been asked to estimate its cost & prepare plans.

(3) The work of Converting the lowest three miles of the Prince of Wales' trace into a Cart-road must be pressed on.

(4) Mr. Loam is to inspect the Villoni Pass route at once.

(5) If he decides against this route, he is to press on the work of converting the rest of the Prince of Wales trace into a ghat road & he is also to decide whether the road shall pass through Lower Punachi or by way of the Ranger's Hut.

(6) If the Punachi route is adhered to, efforts will be made to ascertain whether the Pâralai-Punâchi section can be given out on contract.

(7) The work on the line beyond Pâralai will be restricted for some time to the cutting of a bridle path.

I have the honor to be,
Sir,
Your most obedient Servant,
A Butterworth.
Ag. Collector.

2.11.97.

1897
REVENUE DEPARTMENT.
Enclosure No. 1
to Current No. 10076

Ows. 1
1356/58

Letter from the Supg: Engineer 4th Circle to the Chief Engineer P.W.D Madras dated 13th March 1897 No. 148 W.

I have recently spent a week in the Anamalais inspecting the existing trace and proposed line for a Ghat road and I beg to submit the following report and proposals as the result of my inspection.

I proceeded up the old Ghat to Punachi. This Ghat is 7 miles long to the Foresters' Quarters at lower Punachi. The last ½ mile being in the waterfall Estate. It cannot in its present condition and without realigning the worst portions be considered rideable throughout. It is only useful and used now for pack bullocks. On my way up I noticed that this old Ghat was crossed in several places by a very much better and more scientifically laid out trace the contour of which could be readily seen in several places from the old Ghat. On my arrival at Punachy, Mr. Loam informed me that this was the Prince of Wales trace. This is the first I had heard of this trace

as

s no allusion had been made to it in any of the correspondence I have seen regarding the proposed roads in these tracts. This trace must have been made prior to the Prince of Wales's visit to this country, to enable his shooting camp to proceed to the Upper Anamalais and Michaels Valley. The Government orders I have been up to the present able to find on this subject are, the two marginally noted but these only authorise the construction of a new trace from the top of the Punachi Ghat. I am having further search made in the records to find out, about the lower trace.

+ G.O. No. 2932 d/19-8-75
" 2516 d/3-9-75.

Mr Loam who says he has been over the trace informs me and my own ~~practical~~ partial inspection on my way down confirms his observations that it has been scientifically traced with an easy gradient which will admit of wheel traffic both up and down. It has been scarped out to a width of from 6 to 10 feet and some blasting has been done in places. The length of this trace up to lower Punachi will be about

10 miles.

10 miles. From lower Punachi to Paralai where land is being taken up for Coffee plantations the distance is about 12 miles. There is a rideable trace 3 to 4 feet wide from lower Punachi through the water fall estate 3 miles long, about ½ being through the cultivated, and the other ½ through the uncleared portion of the estate. This trace with slight improvements is sufficiently level for wheel traffic. The Collector informs me that Government have a right of way of 1 chain or 66 feet in width through this estate. In continuation of this trace is, what is known as Gass' trace. This trace is not now rideable being in many places little better than a lockspit, but most of the trace which is 4 miles long is of + sufficiently easy gradient for wheel traffic. It will only have to be improved for this purpose where it zig zag too steeply.

From the end of this trace

to

Paralai is about 5 miles. This is the portion on which Mr Loam is engaged, and through which he was ordered by Government to open a bridle path. Government being evidently under the impression that when this was done there would be a rideable path all the way from the foot of the Ghat. Mr Loam's trace when it is finished and now that I write it is in all probability finished is being laid down with a sufficiently easy gradient to admit of wheel traffic. If he had carried out his orders literally his trace for a bridle path would have been much steeper but he has excercised discrimination in executing his orders. I have with my letter No 142 W dated 11th March 1897 submitted an estimate amounting to Rs 2620 for scarping out this trace as well as Mr Gass' to a width of 6 feet. The total length of the Ghat road to be constructed from the foot of Ghat to Paralai is 22 miles. To tap the land already taken up to the South West of Paralai it will have to be extended 10 miles further. Eventually there is no doubt it will have to be carried right on to Mount Stuart on a trace which will probably not be less than 40 miles making the total length 72 miles. For the present, however, only the 1st 32 miles need be considered. Compared with the Nilgiris and Yercaud Ghats the Anamalais one will be an easy Ghat to make as owing to the easy slopes of the Hills and to their being well covered with soil; there will be comparatively speaking little blasting. On the other hand there is practically no labour available on these hills it has to be imported from the plains. Coolies are now paid annas 6 per diem. I do not think the cost of a properly constructed and metalled ghat for wheel traffic will be less than Rs 6000 a mile

which for 32 miles will come to Rs 192,000
Quarters for staff Rs 12000
204,000

P

Rs 204,000

23 % Establishment. Tools & Plant Say. Rs: 46,000

Total Rs: 250,000

Seeing the difficulty of procuring labour I do not think that the work can be completed in less than 8 years. Certainly not without paying very high rates for labor and this would be rather hard on the planters as the rates paid by Government will fix the price of the labour market.

Up to date the only definite orders Mr Loam has received and which were sent him direct by Government was to open a bridle path from the end of Mr Gass' trace to Paralai and I cannot say that he has shown much zeal in carrying out this order. The Collector of Coimbatore in his letter No 1608/Cur dated 5th January 1897 to Mr Loam, copy of which was communicated to you with this office Endorsement No 22 W dated 13th January 1897 gave it as his personal opinion that the Main Road to Paralai should

should proceed through the Valloni Va From an Engineering point of view there would be no objection to this proposa The length of the line would be about the same as the one now proposed but when he expressed this opinion he was not I imagine aware that the Prince of Wales' trace could be made available or of the existence of a right of way through the water fall Estate. Since my inspection I have spoken to him on the subject and he now concurs in the present proposals. The figures which I have given regarding the cost of the road and the time for its execution can be reduced by about one half if the road is not to be metalled.

Assuming that the Government is desirous to proceed with the work as expeditiously as possible I would recommend the appointment of a competent Executive Engineer with a staff of two upper and lower subordinates. A rough estimate should be submitted by him as quickly as possible for making the Prince of Wales' trace rideable up to Punachi. From what I have seen

I

think this can be done for about Rs4000. He should submit estimates for offices and quarters for himself and his staff both at Punachi and Paralai stone and mud walls and thatched roofs will do. He should construct Cooly lines at both these places and he should proceed with the regular survey and sections for the main road considering the nature of the work and the necessity for obtaining labour from the plains as well as the necessity harmonious working with the planters. As regards the labour market the Officer appointed should possess tact and organizing ability.

(True copy)

Hannan
Superintending Engineer
4th Circle.

1897
Revenue Department.
Enclosure No. 2
Current No. 10076

Onc 2/1356/98

should

No. 604/M d/5th November 1897

Forwarded with the following remarks.

I am unable to see the necessity or at all events the urgency for opening out these Hills, at what must be a heavy cost by the construction of a cart road. The construction will be costly and the maintenance will be costly. In my letter No. 148 W dated 13th March 1897 to the Chief Engineer, copy attached I have given an approximate estimate of the cost. All that is at present and for probably many years to come required is a good bridle track.

If Yercaud Kodikanal & other places ~~up to now has~~ manage with only ~~a~~ bridle tracks and ~~a~~ bad ones to boot, Surely the Anamalais can manage equally well with similar accomodation. If funds are available which seems doubtful, Yercaud has first claim to a cart road. I have received an estimate amounting to Rs: 20,000 from Mr. Loam for completing the bridle path to Paralai and continuing it right through the proposed plantations to Mount Stuart, a total distance of about 50 miles. The estimate

includes

[illegible] expenditure already incurred. I have returned it to him for resubmission through the Collector. It is I submit of much more importance to construct this bridle path through all the proposed plantations than to make a cart road to Paralai which will only taps Mr Windles land and leaves all the other plantations in their present inaccessible condition.

Pending further orders I have countermanded the dismantling of the foot suspension bridge at Kullar. In case it is decided not to make a cart road for the present, this bridge will prove very useful across the Auliar at Vemanthorai as pack bullocks will be able to use it.

Superintending Engineer
4th Circle.

OWS.3
1356/58

1897
REVENUE DEPARTMENT
Enclosure No. 3
to Current No. 10076

2,000
16-8 97.

Proceedings of the Board of Revenue

(Land Revenue).

Forest No 1202 Mis, dated 19th November 1897

Read Endorsement of the Superintending Engineer, 4th Circle, dated 5th November 1897, No. 604/M, on letter from the Collector of Coimbatore, dated 31st October 1897, Ref. No 795/Sub.

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Resolution.

Submitted for the orders of Government.

2 In its Proceedings of the 4 th July 1896, No. 280, the Board submitted proposals for the leasing out of 63,500 acres of the Anamalai~~s~~ Reserved Forests on certain terms which included a condition that every les~~s~~see should make and maintain, through his holding, a road, 6 ft in width, with a margin of 6 ft on each side.

3 The Government disapproved of the terms proposed, and while making them in some ways more onerous to planters, it relieved them of the duty of opening a road and undertook to construct a main road through the land which it was proposed to lease out for cultivation.

4 The question now submitted for orders is whether the road shall be a cart road or a bridle-path.

5 The Board considers that all that Government has pledged itself to is the construction of a road suited for the traffic of the locality. Under the conditions laid down by Government applications have been received for some 15600 acres only and it will take some time before these can be fully opened out. In the circumstances the Board considers that it will suffice for

the present, to construct a road which can be used without difficulty by pack bullocks and coolies.

6. The Board presumes that the Collector has acted in consultation with the Conservator, but the report does not state whether that officer has been consulted.

R.

(True Extract)

R Collins

Secretary

To the Secretary to Government R.D with Collector's report and ~~one~~ enclosures in original.

Copy to the Collector of Coimbatore.

Xd
Vl
20.11.97.

OWS.co
1356/28

Re: the Anamalai roads

Revenue Department

C No. 10076 and 10557 of 97

From the Board of Rev: L.R. and the P.W.D

Dated 19th and 29th Nov '97

(1) HM
(2) HC

For Orders

C No. 10076 of 97

In the first of the papers noted above, the Board of Rev: submits for orders a question raised by the Collector of Coimbatore and the Superintending Engineer 4th Circle as to whether the road leading to the Anamalai leased lands which the Govt has undertaken to construct at its own cost should be a cartroad or bridle-path; while in the second paper, the P.W.D in passing orders on a note from the Chief Engineer regarding the progress made in the construction of the Anamalai roads has desired that a report on the question above referred to might be obtained from the Collector. With its present Progs the Board has already

A tracing shd be made showing the land taken up from time to time

JG
11/1/98

There are some other papers on this subject, which I passed lately. They come from the P.W. Dept. These papers might go for comment in connection with those referred to, – to Mr De Winton.

A.S.H.
17.1.98

C No. 10557 of 97

SMc

C. 7/1/98.
R. 11/1/98.
R. C. 11/1/98.
R. 18/1/98.

already submitted such a report as is asked for by the P.W.D. and there is therefore now no necessity to obtain a fresh report on the subject.

2. As regards the question at issue, it is submitted that the previous papers do not expressly state what sort of a road it was that the Govt undertook to construct. When submitting, for the first time, detailed proposals for the grant of these lands, the Collector and the Board of Rev: did not raise the question of the advisability of constructing any general road. They merely proposed to have the following condition inserted in the lease:- viz (para 4 Condⁿ (m)) of A

Lr. 495
28.9.96

"That the lessee shall make "and maintain thro' his land "to the satisfaction of the Collector "a road or if necessary roads "to be traced by the District Forest "Officer. These roads shall be "six feet wide with a margin of

"of six feet on each side. No "deduction from the area of "the holding shall be made "on account of these roads"

In submitting the above condition for approval, the Secy

B

in his note of the 21st August 1896 remarked that "the margin should be 12 feet on each "side of the six foot road so "as to allow for widening in "future" and that the "road "required by the Collector should "be available for the use of the "public". The Hon Mr Frost thought that these roads should be made and maintained by Govt while the Hon Sir Henry Bliss with whom H.E. the Governor at the time agreed held a different view. The Hon. (the Hon Sir Henry Bliss) wrote as follows:-

B
&
T

"No doubt the Govt should "make a main road to open "out the country but the main-"tenance of that road and the "making and maintenance of

"branch roads should be the
"business of the Local Board
"which will get the Land Cess.
"Possibly the Govt may have to
"assist the Local Board but we
"can't be sure as to this for se-
"veral years to come. If Govt
"undertakes too much in the way
"of making and maintaining
"roads it will be out of pocket by
"this business. My Hon'ble Colleague
"does not appear to remember
"that to make a proper main
"road 45 miles in length is not
"likely to cost less than three lakhs
"of rupees". On this H.E. wrote,
"I agree with the Hon Mr Bliss.
"We should not spend more on
"this undertaking than we
"receive from it"

3. It seems clear from the remarks above quoted that in undertaking to construct a main road, the idea of the Govt was to construct one fit for wheeled traffic. The Collector of Coimbatore now puts the same interpretation on

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on the orders contained in para 6 of G.O. No 495 Rev: dy 28th Sept 1896 wherein the Govt expressed its willingness to construct the "main road" and in para 6 of G.O. No 694 Rev: dy 4th Decr 1896 wherein the alignment of the "main road" was left for the decision of the Collector and his D.F.O in communication with the Public Works Officer in charge. In his present report, the Collector has accordingly submitted detailed proposals for the alignment of a regular cart-road from Onnandurai to Parlai and for the construction of good bridges wherever necessary. The road from the plains to Onnandurai belongs to the Pollachi Taluq Board and arrangements are reported to have been already made to put it in thorough repair.

C

D

4. The Suptg. Engineer is however of opinion that

D 11 Jany 9

that there is no urgent necessity to construct a cart road at what must be a heavy cost. He thinks that if Yercaud, Kodaikanal and other places can manage with bridle paths there is no reason why the Anamalais in special should have a cart road and that if funds are available the claims of Yercaud should first be considered. He estimates the cost of constructing the proposed road at Rs 2,50,000 and in view of the labour difficulty considers that the work cannot be finished in less than eight years, unless the rates paid for labour are increased which would have the effect not only of raising the total cost of the undertaking but also of fixing a high standard rate of wages detrimental to planters' interest. He ~~corroborates with~~ adds that it is "of much more importance to construct" a "bridle path through all the

all

"all the proposed plantations "than to make a cart road to "Parlai which will only tap "Mr Windle's land and leave "all the other plantations in "their present inaccessible con-"dition"

5. The Board of Rev: is inclined to agree with the Supdg. Engineer. It considers that under existing orders all that the Govt. has pledged itself to do ~~[illegible]~~ so is [illegible] construction of a road suited for the traffic of the locality. It states that as yet applications have been received only for some 16,600 acres of land and that it will take some time before these are fully opened out. It accordingly supports the Supdg. Engineer's proposal to have a bridle path instead of a cart road constructed.

E

6. In the agreement for leases proposed to be granted in respect of the Anamalai lands

Dr 11 Jany 98

land, the Govt has merely reserved to itself the right to make and maintain public and branch roads and to take possession of the extent of land required for the purpose. There is no stipulation any where that a cart track will be constructed by Govt, and as the Supt'g Engineer and the Board show that the immediate construction of a cart road is likely to result in a loss to Govt, will be inequitable to the people of other hill tracts and probably detrimental to the interests of the Anamalai planters themselves, it is submitted that it seems advisable to give up the idea of constructing a cart road for the present and accept the Supt'g Engineer's proposal. The cost of making a bridle path up to Parlai and continuing it thro' the proposed plantations to Mount Stuart is estimated at only Rs 20,000

B.R.O. 17.XII.97 Secy In the present financial position 2.5 lakhs is out of the question and time is what a main road will take. A bridle path as suggested by the Board may be approved
18/12/97

Ques 1356/98

Office
[illegible] up
6/1/98

done so 6.1.98

Office

Has the Govt any where held out a promise to make roads – which might be interpreted as an inducement to ~~make road~~ take up lands

(Ind) G.S. 5/5.1.98

Note

Most if not all the applications for lands on the Anamalais as yet complied with had been received long before the conditions of the grant were fixed by Govt and the only definite statements made in regard to the construction of the roads are those contained in paras 6 of G.O.s No 495 Rev: dt 28th Sept 1896 and No 694 Rev: dt 4th Decr 1896 ~~fully~~ referred to and fully discussed on pages ~~3~~ 2 to 5 of the note already submitted. In a memorial received from Messrs Edmiston.

vide page 48 of the last admn report

C

D

Contd

Dt 11 Jany 98

10

evendle, Rhodes James, Brodie and Marcail in Nov 1896 the planters tried to bind the Govt. down to a definite course of action ~~[illegible]~~ by making it a condition that no assessment should be collected until the road was completed. The Govt. however declined to grant any such concession (vide para 2 of the Collector's letter on page 2 of G.O. No 100 Rev: dd 16th Febr 1897 and para 1 of the same G.O.).

The original applicants cannot, in these circumstances, it is submitted, urge that any promise about the roads was made by Govt. as an inducement for them to take up the lands.

No orders other than those referred to in para 1 above (regarding roads) have been communicated to the Anamalai planters.

B.R.M.
5.1.98

6.1.98

QW26
1356/98

11

H.M.

The language of the two G.Os. quoted above is probably much stronger or rather less guarded than the Govt. intended. True no explicit promise of immediate construction is made; but there is a distinct promise "to undertake the construction "of a main road" - -; the D.P.W. is requested "to arrange for "the immediate tracing of such a road", & the "maintenance of the main "road when completed"... is ~~will~~ devolved on the Loc. Bd. Again in the later G.O. of 4 Dec 96 No 694 R para 6 it is intimated that "the tracing & "construction of the road are "matters to wh. Govt. attaches "great importance & must "be carried out with as "much expedition as possible". In the same paragraph however the Govt. declined to "give any "positive assurance as to the

G.O. 28/9/96
No 495. para 6

Dr 11 Jany 98

"date within wh. the road will be completed." ~~They~~ Govt. also refused (para 12) to give any assurance that the "trace of the road shd. be published at once."

Although therefore there is no binding undertaking to provide a main road, assignees of the land (at any rate in the future) will have room for complaint unless Govt. sets about the work within a reasonable time.

At present it may be taken that an allotment to the amt. of R 2,50,000 is beyond the resources of the Finance Dept. If so, the suggestion to make a bridle path costing R 20,000 may be approved: it will be a beginning.

S.R. 7.1.98

Govt. has engaged eventually to make a cart road, but for the present it will be sufficient to make a Bridle Path wh. is susceptible of conversion into a cart road

J.G.
11/1/98

PWS 7
1356/98

To D.P.W. for such remarks as they may wish to offer, with reference to H.E.'s note of 17.1.98 at top of note in margin

S.R. 19.1.98

I send herewith a copy of G.O. No 76 W dated 11 Jany 1898, which appears to meet the views of all concerned, & I suggest that it may be taken as the basis of future action in this matter

W.B. ch[illegible]
21.1.98

Office
Put these up on Monday with the original of the PWD order which shd. be got [illegible]

T. D.P.W. U.S.

NOTE FOR THE Under Secy

With reference to the Under Secy's orders to obtain the original of G.O. No 76 W. d/ 11th January 1898, [illegible] submitted that to a reference memo se[illegible] to ~~which~~ ~~Dept~~ the P.W. D[illegible] the subject that Dep[illegible] that "the original [illegible] in circulation to H[illegible] the Hon Sir Henry [illegible] and that "it will be [illegible] the R.D. on its [illegible] required". The Off[illegible] not remember to h[illegible] the G.O. in questi[illegible] for counterinitials [illegible] R.D. and it see[illegible] the questions [illegible] notes on [illegible] 10857 of 97. [illegible] Sir H. [illegible]

B.M.O.
25.1.98

Secy
Please [illegible] the Chief En[illegible] on p. 12. [illegible] Dt 11 Jany 98

14

settled the whole question without reference to this Department. It was apparently overlooked that these lands are reserved forest.

Mc
26.1.98

the

Will D.P.W. kindly send

to

cat original file when it

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G.S.
27-1-98

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J. D.P.W. no

OWS. 8
1356/98

P. W. Current No: ~~617~~ 8-9
1356/98

Recd: 25.1.98

No 437c dated 24th January 1898

The original file is going in circulation to His Excy & the Hon. Sir H. Bliss. It will be sent to the Rev. Dept. on its return, if required.

L. B. Whiten
Ag. Secy to Govt.

P. W. Dept.

Secy to Govt.
Rev. Dept.

original of

dated

forwarded

papers.

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requesting

action

Dept. will

write

reference to His Excy's proposals with respect to the roads leading to the North Travancore Hills.

The Hon. Sir H. Bliss also wishes to see the papers

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To D.P.W. no

V.E

10076

MEMORANDUM.

For C. No. 570 G 98

REQUESTED for reference the under-mentioned papers:—

The original of G.O. No. 76 W of 11th January 1898 regarding the Anamalai roads

GOVERNMENT OFFICE,
Revenue Department,
21st Jany 1898.

Khuar Joubaul,
Rev. Under Secy to Govt.

To
The Under Secy to Govt
Public Works Dept.

21.1.98

not Remember

the G.O. in question

for consideration

G.O. and if

the question

note on the

1037 of 97

OWS.8
1356/98

25.1.98

P.W. Dept.

Note for the Secy to Govt
Rev. Dept.

The original of G.O. No. 76 W dated 11.1.98 is forwarded for perusal, with connected papers. The early return of the file is requested, as further action in this Dept. will be necessary with reference to His Excy's proposals with respect to the roads leading to the North Travancore Hills.

The Hon. Sir H. Bliss also wishes to see the papers

with

16

reference to His Exc.'s suggestion that the files in the Rev. & P.W. Depts should be amalgamated, it is suggested that Rev. current No 10076 of 1897 be transferred to this Dept.

1.2.98

G.O. No 76 W dated 11.1.98 should certainly have been sent to the Rev. Dept for counter initial. I regret the oversight

1.2.98

OWS.10
1356/98

~~NOTE FOR THE~~ Under Secy

The above note from the DPW is a reply to our note on p. 14

G.O. No 76. W. dt 11th January 1898 having already been issued (though informally), it is submitted that the only course open seems ~~to be~~ transfer the B.P. (C. No. 10076) to the P.W.D with the file of papers in the R.D, as suggested in the P.W. Office note, and to communicate the other two currents to the Board.

10557/97
570/98

It may perhaps be added (in O) that the papers should be circulated to the Hon: Mr Grose in the P.W.D

2. II 98

Secy

I doubt if this would be a satisfactory course. All papers about the opening up of the Anamalais have hitherto been dealt with in the Rev Dept. I submit that these files may now be circulated to the H. Mrs with reference to the Chief Engineer's note on p. 12 above. If the suggestion therein contained is accepted. Then ~~all that~~ it will only be necessary to communicate G.O. 76 W & 11-1-98 to the Bd & Collr with reference to the questions raised by Mr Butterworth & discussed in this office note pp 1 to 12 above.

WRh
2.2.98

To H.M. & circ:

B
2.2.98

I think this will do best. No question arises as altogether an Engineering question.

JG
4.2.98

Not altogether — It is also a question of planting weeds and of financial capacity. The P.W. order says that a bridle path will suffice for the present. In this [illegible] — think be made such a trace that it can be opened out for cart traffic when required.

4/2/98

Secy.

A.S.H.
8.2.98

OC 55.11
1356/98

R.C. 3/2/98
R 9/2/98

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note for the under secy

A draft Endt transferring c.no 10076 of 97 to the P.W.D with notes in original and a draft G.O.[x] communicating c.nos 10557 of 97 & 570 of 98 to the Board are submitted for approval. It is presumed that this was what the under Secy and the Secy intended, more especially as for taking further action the P.W.D would require the Collector's detailed report regarding the alignment of the road (in c.no. 10076 of 97)

x on each of the currents

Brm
9.11.98

Secy
Please see draft below
WRh
10/2/98

10/2/98

most

P. W. 25.
1,000—2-3-98

Indexed.

Oct-12
1356/98

R.C. 3/1/98

7

NOTE FOR THE Under Secre

The papers relating to the Anamalai roads with the R.D. notes on the subject have all been transferred in original to the P.W.D. and there is therefore no means here of checking the details of the proposals now made.

Probably the note is sent for counterinitials with reference to the last para thereof the point referred to therein being one for consideration in the R.D. If Mr Garretts views are to be accepted the system of granting lands on the Anamalais, now sanctioned, will have to be modified. The revision of the rules in certain directions ~~have~~ has already been ordered by Govt (vide para 3 of G.O. No 1014 Rev: dt 4th Decr 1897, but owing to the fact that the originals of the previous papers had till recently been in circulation or in the P.W.D. a note on the subject could be submitted. Even now the most

P. W. 25.
1,000—2-3-98

Indexed. 25/P

most important paper viz. G.O. 495 of 28-9-96 (in the original of which are contained the notes connected with the present rules) is still apparently in the P.W.D. and a telephonic message for its return has already been sent to that Dept.

It is submitted that the P.W.D may be asked to pass orders on all the points except that referred to in the last para of the note, and to transfer the latter for consideration in the R.D.

BMM
7. III. 98

Secy

Yes
7/3/98

Yes if the G.O. disposing of the Supt Engr's letter contains a para. referring the remarks regarding land sales and jobbing for considn. in this dept., that will suffice

8/3/98

To D.P.W. …

Very well.
A.H.
16.3.98

11/3/98

18/3/98

[P. W. 25. / 1,000—2-3-98]

Indexed. 25/p