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Public Works (1898) Department.

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[Despatch Abstract.]

Road — Sanctioning, on certain conditions, the
construction of a — from Bodinayakkanur to Kotagudi
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12/5

BACK PAPERS.

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

FURTHER PAPERS.

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([illegible] 3 months)

BUILDINGS AND ROADS.
CIVIL WORKS.

Government {1898} of Madras.
PUBLIC WORKS.

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

G.O., No. 1128 W., 5th May 1898.

MAY.

Road

Sanctioning, on certain conditions, the construction of a — from Bódináyakkanúr to Kotagudi, Madura district, directing the Chief Engineer to select an officer to survey the proposed road and to prepare the necessary plans and estimates, and stating that the question of the insanitary condition of Bódinayákkanúr will be considered in the Local and Municipal Department.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers :—

From J. F. MUIR, Esq., to His Excellency the Governor of Madras, dated 1st March 1898.

With reference to my recent interview with you in Madras when you kindly promised that the requirements of this district for proper through communication with the Madura plains would be met by the construction of a cart road from Bódináyakkanúr to the point below the ghât to which, as already explained, we intend to bring an aerial ropeway, you will be interested to hear that excellent progress has been made with the road which will connect Manaar (the centre of this property) with the point at the top of the ghât from which the ropeway will start. Work was only commenced on this road on 18th December last, and we expect to have no difficulty in completing about 13 miles from Manaar before the burst of the south-west monsoon. The remainder of the road, which will be about 7 miles, passes through a comparatively dry country, and we shall be able to proceed with it, we expect, at any season of the year. As regards the ropeway itself, we have Mr. Alexander Robertson (who, as Government Road Tracing officer, you may remember traced very many miles of important roads in Ceylon) at present surveying an alternative route to the one originally proposed, and we believe this new route will be much more suitable and less expensive than the original one. The survey will be completed very shortly, and there is no doubt we shall have everything in readiness to commence the actual erection of the plant by the end of the coming monsoon. It is evident, however, that if a cart road is not completed to the point from which we have to commence our ropeway before we proceed with the erection of the plant, our difficulties will be enormously increased, and the cost of transport of the plant itself and of the materials required in connection with it will be very heavy.

I went down to Bódináyakkanúr last Friday to meet Mr. Underwood, District Engineer, Madura, who informed me he had come to inspect the Bódináyakkanúr-Mettu pack-animal route. I explained to him that, although this pack-animal route must be kept up, the proper communication with the Madura plains, and that most urgently required by this district, was the one which we are now at work on, and informed him that I understood the cart road above referred to was to be undertaken by the British authorities at an early date. Mr. Underwood kindly consented to come up here and to return *viâ* the Kundale-Kotagudi route, so that he would be able to submit a report on the country the cart road would pass through and its probable cost. We have explained matters fully to him and he leaves to-day accompanied by one of our engineers to inspect this route. Mr. Underwood, who knows the country round here, says he could put in the cart road trace in about a month or at the outside in six weeks; and if this can be arranged, we shall be very pleased to lend the services of Mr. Robertson to assist in the work, as soon as he has completed the survey of the ropeway. This would ensure a proper trace being laid out in the shortest possible time, and if construction work were rapidly pushed on the road should be completed at a very early date.

2. The question of the road between Periyakulam and Bódináyakkanúr has still to be considered as it forms an important link in our communication with the railway at Ammayanáyakkanúr, but I understand you to kindly say that this road would be put in order and the necessary bridges erected immediately.

3. A meeting of the local Planters' Association was held here on the 26th ultimo, when resolutions were passed requesting Finlay Muir & Co. to conduct all correspondence regarding roads for this district with the British and Travancore Governments, and I enclose an extract from the minutes of the meeting as it may interest you.

4. There is still one point I should like to bring to your notice, and that is the condition of the village of Bódináyakkanúr from a sanitary point of view. This village is said to contain 18,000 inhabitants and, I am informed, the sanitation has hitherto been attended to by a union. I have only a personal knowledge of the village from having passed through it a few times, but what I do know is, that since we have been connected with these hills, *i.e.*, within the last three years, cholera has been introduced here from Bódináyakkanúr three times. Fortunately no epidemic has yet resulted; but unless matters in this village are put on a better footing, we must expect to have cholera-stricken persons coming up here from time to time, and we cannot hope always to be able to keep the disease from spreading.

5. With best thanks for your promised assistance, and apologising for trespassing further on your time.

From the District Board Engineer, Madura, to the President, District Board, Madura, dated 13th March 1898, R.C. No. 2291.

With reference to your R.C. No. 208-G.D.B., dated 19th January 1898—and R.C. No. 1242, dated 17th January 1898, forwarding certain papers for early remarks (enclosures returned), I have the honour to state that I went from Dindigul to Batlagundu and from thence along road No. 36 and 38-A to Periyakulam, Theni and Bódináyakkanúr, and from thence to Manaar in the Travancore hills *viâ* the Devikolam ghât and returned to Bódináyakkanúr *viâ* the Kotagudi ghât, and have the following remarks to make :—

Road No. 36 from Ammayanáyakkanúr to Batlagundu is in good order.
" No. 36 from Batlagundu to Periyakulam is in fair order.
" No. 38 from Periyakulam to road 38—a junction—is in bad order.
" No. 38-A from junction to Bódináyakkanúr is in very fair order.
Devikolam ghât—bottom half very bad, top half good.

I find that the planters at Devikolam and Manaar have, during the past two years or so, planted over 5,000 acres in tea, and have large clearings made and; I am not exaggerating when I state that Messrs. Finlay Muir and others will have fully 10,000 acres in tea by next monsoon and a large acreage in coffee, and that money is flowing like water in these hills, and that in 3 to 5 years considerably over 30,000 acres will be planted in tea and coffee, if communications are opened. As Messrs. Finlay Muir have alone over £1,000,000 to be spent there, and besides them numerous other planters and companies with heaps of money are at work, I also state that a lot of tea is soon coming into bearing, and that as plucking is then a necessity, that where one cooly is employed now, two will be required in a year or so and ten in 3 to 5 years. The fact that two coolies will be required in another year or so where one is employed now, makes the matter of communications exceedingly urgent, as rice, &c., has to go up and down, and traffic will be doubled. Unless something is done urgently as far as I can see, European capital being introduced in this country, and which I believe the Government wish to be introduced, will not be given a fair chance of giving a return and more capital may be prevented from flowing into the country. The matter is of importance to the Government of Madras. The Resident has not exaggerated figures, but, I am afraid, considerably underestimated that this district will produce more tea than the Mewara Eliya district in Ceylon, which is known, I believe, to His Excellency the Governor; and if this is a fact, which the planters aver, the exceeding importance of the same and communications will be at once apparent to Government.

I append a sketch plan of roads—

The full red line shows bandy roads maintained by the District Board, Madura.

The full dotted red line shows bridle-paths maintained by the District Board, Madura, and the Travancore Government.

The blue line shows cart road and tramway being made by planters.

The blue dotted line shows bridle-path cut by planters.

The green line is a proposed road.

All supplies now go from Ammayanáyakkanúr to Bódináyakkanúr, *viá* roads 36, 38 and 38-A in bandies along cart roads. At Bódináyakkanúr, the goods and grain are transferred to pack animals and cooly head-loads and taken to Devikolam and Manaar from 30 to 36 miles by bridle-paths and subsequently distributed to the different groups of estates. The bridle-paths and ghât are, at times, almost blocked with strings of these pack animals going either way and it is so difficult and at times impossible to carry sufficient food, &c., along this bridle-path and the planters have been so pushed by inability to feed coolies (that they have had to send down hundreds to the plains for want of food) and also know that they will not be able to feed the increased number of coolies they will require for plucking, &c., in a short time and will probably not be able to plant the 5,000 acres or so of forest land already felled, that they are constructing a pucka road about 20 miles long through very difficult country from Manaar to the top of the Kotagudi ghât and have already cut large sections of this road and down the Kotagudi ghât have constructed a bridle-path on which they must at least spend very nearly £1,000 including supervision. When this bridle-path and road are open (marked blue), they will relieve the Devikolam ghât and road (marked dotted red) a little. But this will only be of use for a few months as matters have gone ahead so rapidly that even these two bridle-paths and road will not be able to carry all the traffic in another year. The planters are therefore going to lay a steam tramway along the road from Manaar to top of ghât and down the Kotagudi ghât to Kotagudi from top of ghât a wire ropeway which latter will be driven by water-power or steam and which with the tramway will relieve the deadlock. On these and other communications, Mr. Davidson, the very energetic Manager of Messrs. Finlay Muir's estates, has, I understand, been authorized to spend about £30,000 and I consider that any official would consider that these planters have and are doing in the matter of spending money in communications all that can be expected. However, all this expenditure on their part will be of very little avail, unless the Government and local boards on this side do their fair share of the duties incumbent upon them in opening up a cart road from Bódináyakkanúr to about 2 to 2½ miles above Kotagudi and putting the line of roads from Bódináyakkanúr to Ammayanáyakkanúr into really good order and in doing something urgently to maintain the bottom 2½ miles of the Devikolam ghât in better order, to temporarily reduce the difficulties of transport. The measures which should be adopted in my opinion are as follows, if these big capitalists are to continue opening up largely and benefiting the country, otherwise as far as I can see their opening up of thousands of acres will be restricted and where employment will probably be given in a few years to 15,000 to 20,000 coolies with good communications, only 5,000 or so can be employed unless something is done and the planting industry on the hills strangled. Communications on this side are essential. The Travancore Government will also have to open up a western outlet at a large cost and that matter, it is evident to myself, is most urgent, but cannot be dealt with by me. I hear, however, that the Travancore Government may have to spend from 8 to 10 lakhs of rupees on roads.

It is evident that under the system of Local Fund road-cess raised in the Madras Presidency by which half the land-tax of one anna in the rupee *plus* all the toll-rents has to be spent on roads in each district, that the local boards do not benefit by this heavy planting in Travancore and that they can only benefit by toll-gates on roads or by contributions from the planters, and that therefore if roads are to be made, that the tax-payers of this district have a right to expect that the Government will assist them in this matter and my suggestions are made accordingly, as I am certain the finances of the local boards are inadequate to do all that is necessary.

I therefore propose that the estimate for Rs. 384 be at once sanctioned by the district board to maintain four permanent coolies on the bottom 2 miles of the Devikolam ghât road as this portion is very bad and only coolies permanently working can keep it in order and that in addition Rs. 500 be given as hitherto to the Honorary Secretary, Planters' Association, to do necessary work on the top miles of ghât, this will, in a measure, relieve the congestion of traffic slightly, as the bottom 2 miles is nearly impassable, with the heavy pack traffic which has cut up the road surface which is steep and hard to maintain. An indent for tools for the use of ghât coolies is also sent. Funds required from 1st April 1898.

Road No. 38-A is in very fair order, there are several holes on the first 3 miles of road, but I learn from the planters, that they are satisfied with this road line, the allotment has been hitherto Rs. 800. The board have budgeted Rs. 3,000 for next year and this will be sufficient to make this road all right, *i.e.*, the board have raised the grant from 800 to 1,600 and given a special of 1,400 or are spending Rs. 2,200 in extra grants on this road. The annual grant must be 1,600 permanently. In addition, a small culvert is required at the 5th mile 7th furlong to keep the approach of river-crossing being scoured and a small special for this is called for which will be sent in later.

Road No. 38 from junction to Periyakulam is the road complained of, and this road has been bad ever since I knew it, many miles are only clay with a little metal here and there, the allotment is utterly inadequate now and it is the board's business to make this into a first-class road. I discussed the matter with Mr. Twigg, late President, District Board, and as a preliminary matter, as he knew the road required metalling, he gave Rs. 2,000 as a special, understanding that I would personally inspect and report. He also knew that the road had become more important during the past two years and gave an increased grant raising allotment from Rs. 150 a mile to Rs. 200 for first 10 miles. The road is, however, 11 miles 4 furlongs, and so I have instructed the maintenance estimates to be prepared at Rs. 200 a mile for 11 miles 4 furlongs instead of 10 miles, and now report that I have, both going and returning down the valley, inspected this section furlong per furlong and submit herewith an estimate for Rs. 7,600 for bringing this section into decent order and to request sanction of same at a very early date, in addition to the maintenance estimate at Rs. 200 a mile which will follow; Rs. 2,000 of the Rs. 7,600 may be met from the budget special of Rs. 2,000 leaving Rs. 5,600 additional required from any source. I have further to state that the road has been bad ever since I knew it and is much the same now as three years ago, and that I have gone very carefully into the matter and know that anything less than what I have asked, cannot bring the road into decent order. The maintenance must be permanently Rs. 200 a mile. The Theniar river approaches are a soft stone, orders are given to keep these cut from time to relieve traffic. The river seldom rises for more than two or three hours and traffic is never seriously blocked there.

However on road No. 38 a tunnel 6′ × 5′ is required at the 5th mile 8th furlong where the road crosses a small channel and where the ground is very soft and difficulties occur to bandies such as breaking axles, &c. A small special will be sent for this; and at the 5th mile 8th furlong there is a very nasty crossing which requires a culvert of 5 or 6 vents of 6′, but for this investigation of discharges are required and when these are complete an estimate will be prepared and submitted.

The above is all that is required for road No. 38. Regarding road No. 36, I also examined this road from Periyakulam to Butlagundu furlong by furlong, the board have, in addition to the maintenance, given a special of Rs. 1,500. My estimate is under preparation according to the requirements of each furlong and may be a little more than the grant, which I trust will be sanctioned. The above is all that I propose that the board should do and is I hope within their means—

		RS.	
I.e., additional grants—	Devikolam ghât	384	(1)
	Road No. 38-A—extra allotment Rs. 800, special estimate Rs. 1,400 ...	2,200	(2)
	Road No. 38, extra allotment 11½ miles at Rs. 50 = ...	575	(3)
	Road No. 38, special	7,600	(4)
	Do. 36, special, about	1,500	(5)
	Total ...	12,259	

intervals from Ammayanáyakkanúr to Bódináyakkanúr and would provide funds for all works, *i.e.*—

One toll,	Ammayanáyakkanúr	1 mile.
"	Batlagundu	16 "
"	Periyakulam	28 "
"	Theni	39 "
"	Bódináyakkanúr	47 "

From J. F. MUIR, Esq., to His Excellency the Governor of Madras, dated Calcutta, 6th April 1898.

With reference to my letter of 1st March last written from Manaar, we have now completed our survey for an alternative route for an aerial ropeway down the Kotagudi ghât, and the new route has proved to be a very suitable one, and should involve a much lighter rope, and consequently lessen the transport difficulty. We have recently seen, however, how impossible it is to get any material moved from Bódináyakkanúr in a reasonable time as the Telegraph Department has found the greatest difficulty in procuring coolies to carry the few rails required for posts for the extension of the telegraph line from Bódináyakkanúr to Manaar, and we have consequently been considering in what way we could help with the Body-Kotagudi road so that the work might be completed in the shortest possible time. We have accordingly addressed the President of the Madura District Board as per enclosed copy, to which I would ask your kind reference. We are offering to lend Mr. Robertson's services to trace the road and to take the construction contract if we find it possible to do the work at the rates quoted. We think this would ensure no time being lost since it is clearly to our interests to have the work finished as soon as possible.

My brother is leaving for Madras and Ootacamund next week and hopes to have the pleasure of calling on you with regard to this matter. We are most anxious to see work started.

ENCLOSURE.

From Messrs. FINLAY MUIR & Co., Calcutta, to the President, District Board, Madura, dated Calcutta, 6th April 1898.

With reference to the question of communications, between the property belonging to the North Travancore Land Planting and Agricultural Society in the Kanan Dewan Hills in Travancore (for which company we are agents) and the plains of the Madura district, which we believe is at present under the consideration of your Board, we wish to say that we shall be glad to render any assistance we can. Your Engineer, Mr. Underwood, recently paid a visit to this district, and as he would submit a report on the character of the country and the present means of communication, we think it unnecessary to accompany our remarks with any plan.

Mr. Underwood will no doubt have informed you that we intend to construct an aerial ropeway from the boundary of our property at Alanjimed which is situated at the top of the ghât, to a point some 2½ miles above the village of Kotagudi. The final survey for this ropeway has been completed, and we expect a contract will shortly be placed at home for the material required. This means that the plant will probably arrive at Bódináyakkanúr some time about the end of the south-west monsoon—say in October—but when it gets there we are met with the problem of how to transport it to the site where it is to be erected. We understand it is intended to construct a cart road from Bódináyakkanúr to the terminus of our ropeway, and there is the most urgent necessity for the completion of this road, as without it we fail to see how we can within any reasonable time get our ropeway erected; and until the road and ropeway to connect Bódináyakkanúr with our property are completed, we cannot with any confidence proceed with our planting operations as the present means of communication are altogether inadequate even for the labour force we already have to feed.

The assistance which we propose and which we hope you may see your way to accept is (1) to lend the services of a surveyor to put in the trace for the road, and (2) to take the contract for construction if we find we can work at the rates you are prepared to pay. As regards (1), we have at present under engagement to us Mr. Alexander Robertson, who has in the past quarter of a century traced many roads for the Government of Ceylon, and we are satisfied he would put in a good trace and do the work as quickly as it could be done. As regards, (2) we have no wish to make any profit out of the contract and would sublet it at the same rates as might be given to us, our only reason for making the proposal being that as we have representatives on the spot and as it is to our interest to have the work completed promptly, we feel sure we could get the road constructed more quickly than any one else.

We shall be much obliged if you will give our proposals your best consideration and shall be glad to know as early as possible what is decided.

Office-note from the Chief Secretary, Financial Department, dated 18th April 1898, No. 933.
Telegram from the President, District Board, Madras, dated 18th April 1898.

From the President, District Board, Madura, to the Chief Engineer to Government, Public Works Department, dated 18th April 1898, R. C. No. 208 G.

As stated in my telegram sent this day, I have the honour to forward herewith copy of District Board's Resolution, No. 18, dated 18th April 1898, on the subject.

ENCLOSURE.

PROCEEDINGS of the District Board, Madura, dated 18th April 1898, No. 18.

* * * *

Read—18. Endorsement of Government, No. 37, dated 11th January 1898, forwarding, for early remarks, letter from the Director of the North Travancore Land Planting and Agricultural Society re-communication to the East of the High Range in Travancore. Also District Board Engineer's report on the subject.

Also President's memorandum thereon.

Resolution.—The District Board resolves to put the road as far as Bódináyakkanúr into good order as far as their funds permit.

By a majority of 10 to 7, the District Board resolves that the extension of the road from Bódináyakkanúr to Kotagudi is desirable, and that one-fourth of the cost of the new road may be met from District Funds. It regrets that it cannot give any further assistance for financial reasons.

In the event of the new road being made the present allotment for the Devikolam ghât will be withdrawn.

Rupees 384 for maintaining the Devikolam ghât and Rs. 20 for tools sanctioned from unforeseen charges under grant I.

Note by the Chief Engineer, Public Works Department.

With reference to Mr. Muir's letter to His Excellency the Governor, dated 1st March 1898, copy of which is attached, I met Mr. Underwood, District Board Engineer of Madura, at Madura on 17th instant, and obtained the following information from him on the present condition of the line of communication between the Anamalais and the South Indian Railway in Madura district (*vide* attached tracing).

2. Road No. 36 from Ammayanáyakkanúr Railway station to Batlagundu is in good order.

Road No. 36 from Batlagundu to Periyakulam is in fair order; but is unbridged near Periyakulam.

Road No. 38 from Periyakulam to Theni is in bad order and wants two culverts and a bridge at Theni.

Road No. 38-A from Theni to Bodináyakkanúr is in very fair order, but is rather narrow and wants a culvert.

3. He proposes to spend Rs. 12,000 in next official year in putting the surface of the above roads into good order and also to obtain money for constructing the necessary culverts. A good deal of this proposed expenditure is already budgeted for, and Mr. Underwood thinks the district board is certain to provide the remaining funds.

Some of the above is budgeted already, *i.e.*, (2), (3), (5) and 2,000 of (4)—

Also one culvert at 5th mile 7th furlong of road No. 38-A
,, ,, ,, at 6th ,, 8th ,, of ,, 38
,, ,, ,, at 5th ,, 8th ,, of ,, 38 } Estimates called for.

The next public body that will have to do something is the Bódináyakkanúr union, where I am sorry to say, matters are as bad as they possibly can be. Streams of sewage 3′ × 4′ wide flow down some of the roads or streets. The streets which at one time have been raised and metalled are now cut up and bandies cannot go over the ridge of metal 1′ to 3′ broad along the centre, but actually go along the places where at one time side drains existed. I have known this union for three years and can state that it is the filthiest spot in the whole of the Cumbum valley. The town is well off, as much money flows into it from the hills, the zemindari has rich paddy lands, nearly every person, I am told, owns cattle and I saw more cattle there than I have ever seen in or around any other town. I believe that there has been difficulty in obtaining a good Chairman. I consider that an official should be Chairman, say the Tahsildar, Periyakulam, that the house-tax should be the maximum if possible and that the union should be forced to at once raise and gravel or metal the continuation of road No. 38-A through their union up to the culvert at the other end of the union. An estimate will be prepared and submitted if necessary and in addition that they should raise their other roads properly with earthwork if limited funds are available, and maintain and use a proper number of scavenging carts. If the Union funds are inadequate, the Taluk Board, Dindigul, should assist I think Anyway I just wish to call your attention to the matter, as matters there are very bad, as regards streets and sanitation cholera is nearly always present. I have no doubt the President, Taluk Board, will rectify matters, if he can be given adequate powers. If necessary, a Government Order should be obtained, as the matter becomes important when food stuffs and labour to the large planting district in Travancore, all has to stop here *en route*.

I have just received the estimate for metalling this mile and it amounts to Rs. 1,060 will be submitted if ordered.

Anyway road No. 38-A should be immediately extended through the union and from thence a road carried to the foot of the hills near Kotagudi and up the ghât 2½ miles beyond Kotagudi and to a point where the wire ropeway is being brought down by the planters, so that goods can be taken right to the tramway by road. No other means will enable 20,000 or 30,000 acres to be opened up unless it is a cart ghât right up to the top, but as the Resident, Travancore, states, these planters help themselves, and as they bring a ropeway down to Kotagudi it only remains for Government to bring a road as far as this. The cost of such a road is estimated by me as follows :—

		RS.
From Bódináyakkanúr to Kotagudi 8 miles at Rs. 4,000 ...	=	32,000
Beyond Kotagudi 2 miles at Rs. 5,000	=	10,000
Two bridges masonry abutments and timber platform 12′ wide supported on rolled steel-girders on 8th mile 30′ span each at Rs. 2,000 each		4,000
One bridge 3 spans of 30′ at river 1 mile from Bódináyakkanúr as above		7,000
Total ...		53,000

If the bridges are at present omitted, the road would cost about Rs. 42,000, this is inclusive of culverts and 6″ metalling. I append a sketch of the Kotagudi valley showing Kotagudi and the two proposed lines of ropeway which I have called Benzies' line and Robertson's line, from the men who surveyed same; in my opinion Robertson's line will be adopted and the terminus will, I think, have to be at about point B. However this will be decided in a short time and machinery ordered by planters and it is to the point they bring ropeway that the road should be carried. The officer deputed to survey will, I know, be assisted by the planters and the terminus of road can then be decided. However, the road should and will be easy to construct comparatively if taken as shown in dotted line in sketch attached, the hills on that side being ever so much easier for a road than on right hand side of valley looking up it. The road should be taken up at a gradient of above 1 in 30 if possible, but this may not be possible. A survey must be made.

I think this road line cannot justly be put as a charge on Local Funds; in fact, at the present time, with the Vaigai cutting the district in two by Periyár water, the resources of the Boards are being taxed to the uttermost to construct connecting roads, such as the Partibanur-Paramagudi, the Samaiyanallúr road, and the urgent necessity of other roads is well known, such as the Madura-Chekudy; the tax-payers' money is required for these. The Devikolam Planters do good undoubtedly, but these sorts of things must benefit the Imperial or Provincial Government; and as it appears to me to be simply waste of time to suggest to Boards what is beyond their means, I think that the Collector of the district and President, District Board, should inform Government what the Boards will do and ask the Government to urgently construct this road from Bódináyakkanúr to the foot of hills and two miles beyond Kotagudi, as it is an Imperial matter. I can further state that the more enquiry is made and by whatever official that I am confident that the report will be that it is a real matter of urgency, and a most energetic and capable officer should be sent to survey and estimate for this road. I believe a good man can survey it in six or seven weeks and estimate for it within two or three months, and the work should be put in hand by Government within six months and the earthwork all completed. I am informed by Mr. Davidson, the Manager of Messrs. Finlay Muir, that their ropeway will be ready in six or nine months, and I have heard of this gentleman before and by his reputation in Ceylon I am sure that words are worthy of great consideration. He believes firmly and so does Mr. Muir that Government will come to their aid in constructing this important road. I believe myself that if His Excellency the Governor was aware of the urgent necessity, that very urgent orders would be issued to the Public Works Department to have this surveyed and plans, &c., sent in at once.

I may state that, where a million or more pounds sterling is involved and that in its expenditure a return is looked for and with exchange likely to be at 1*s.* 4*d.*, the working of tea estates must be made easy by roads, &c., or else, they will not pay and if these estates do not pay, capital would not come to the surrounding planting districts and that means, that capital is shut out of India; and I believe Government and the Secretary of State wish capital to come into the country and that Government will therefore assist urgently.

In conclusion, I know that I have made suggestions and reported, as to what should be done and how it should be done, more than is necessary from a District Engineer, but I believe that I am only placing urgent facts before you, and therefore trust that I am doing right in bringing the whole facts to your notice.

The Kotagudi ghât and tramway to Manaar will feed out and out the largest area of land under cultivation and is the only practicable route to adopt. The Devikolam ghât and track to Manaar is prohibitively long to some estates.

There are about 100 European planters on the estates, mostly Ceylon men, and some of the best planters are there. Mr. Davidson and Mr. Retty amongst them both I believe known to the Governor. These men seem to think that it is only necessary for the Government to know what is being done, and that roads will be at once put in hand, as they would be in Ceylon. They have gone so quietly to work in opening up a large acreage that, officials on this side are hardly aware, that a district which will easily surpass the Wynaad and in a few years Coorg is being rapidly opened up at Manaar, that I am afraid the Government on this side may be taken rather by surprise. However, I know that urgent steps will be taken, immediately matters are known properly.

If roads are made, toll-gate should be put at Bódináyakkanúr and at junction with road No. 38 on 38A, two toll-gates being closer than 20 miles apart. This is only way to tax planters and those who benefit from them, *i.e.*, carriers to Bódináyakkanúr. They would realize between them over Rs. 3,000 a year. Special cases require special treatment, and as this is a special case, toll-gates may be sanctioned at 10 mile

4. The expenditure of the above money would still leave the road unbridged at Theni and Periyakulam. The cost of the former bridge is estimated at Rs. 31,900, and of the latter Rs. 1,27,100, and the Board has decided against the construction of both. Mr. Underwood, however, assures me that he has never known carts stopped on the banks of these rivers for more than two or three hours at a time, and if this is the case the bridges are not urgently required.

5. I think therefore that the district board may be safely left to do all that is needful with regard to existing roads.

6. To make the link complete, a new road is required between Bódináyakkanúr and the foot of Finlay Muir & Co.'s proposed aerial ropeway at Kotagudi. This line is coloured green on the accompanying tracing. It is about 10½ miles long, 8 miles on the level and about 2½ miles of ghât, and Mr. Underwood estimates its cost with bridges at Rs. 53,000, without bridges Rs. 42,000. He says the Board has no funds for this work, and that Government must assist because of the imperial interests involved. The Acting Collector of the district thinks that the Board might pay a portion of the cost, and I have ascertained that the Board has already provided in next year's budget for the construction of the following two new roads—

	Cost.
	RS.
Partibanur road	35,000
Devacottah Sarajani	24,000

and if the construction of these two roads was postponed, the Board would be in a position to construct the new link to Kotagudi. The objection to this is that the two above-mentioned roads are wanted by the taxpayers of the district and the Kotagudi link is not, and it is perhaps not desirable to coerce the Board in a matter of this kind. Mr. Underwood objects to the construction of any new roads because he does not get sufficient money now for the proper maintenance of existing roads.

7. There is no doubt whatever as to the magnitude of the imperial interest involved. The opening up of a serviceable line of communication between this very important planting district and the coast will benefit—

(1) the planters themselves;

(2) the people of Madura district, by increasing the demand for labour, food stuffs and carriage;

(3) the South Indian Railway by freight of exports and imports;

(4) the port of Tuticorin by freight of exports and imports;

and the *early* construction of the proposed link road will ensure that a large portion of the traffic will come through British territory to Tuticorin rather than through Travancore territory to Cochin.

8. I am therefore most strongly in favour of the immediate construction of this link road, either—

(1) by the district board by postponing expenditure on other roads;

(2) by the district board assisted by a grant from Provincial funds of, say, half the cost of the road;

(3) by Public Works Department with a grant from Provincial funds given unconditionally, because of the great interests involved;

(4) by Public Works Department with a grant from Provincial funds to be gradually repaid by the district board out of receipts from new toll stations or otherwise.

I recommend the third course myself, because I think Government in a matter of this kind ought to assist district boards, and if sanction is given I will send an officer at once to survey and estimate for the road.

The District Board Engineer begs that this may be done in any case, because he has already more work than he can manage, and I agree with him.

9. The sanitary condition of Bódináyakkanúr calls for the urgent attention of the district officials.

10. I invite attention to the copy of the District Board Engineer's report to the Collector of the district on the subject of these roads, &c., which will be found among the papers. It will repay perusal.

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

21st March 1898.

Order—No. 1128 W., dated 5th May 1898.

The papers read above relate to the present condition of the line of communication between the Anamalais and the South Indian Railway in the Madura district.

2. The Chief Engineer, Public Works Department, is of opinion that the district board may be safely left to do all that is needful with regard to the existing roads, and that to make the link complete, a new road should be constructed between Bódináyakkanúr and the foot of Messrs. Finlay Muir and Co.'s proposed aerial ropeway at Kotagudi. The district board agrees to pay one-fourth of the cost of this road. If the planters will contribute as much, His Excellency the Governor in Council will be prepared to provide the balance from Provincial funds. Meanwhile, an officer will be selected by the Chief Engineer to survey the proposed road and to prepare the necessary plans and estimates.

3. The question of the insanitary condition of Bódináyakkanúr brought to notice in paragraph 4 of Mr. Muir's letter, dated 1st March 1898, will be considered in the Local and Municipal Department.

(True Extract.)

(Signed) W. B. deWINTON,
Ag. Secretary to Government.

To the Chief Engineer, Public Works Department.
" the Superintending Engineer, VI Circle.
" the Examiner, Public Works Accounts.
" the Local and Municipal Department, with an extract
of the note by Sir H. W. Bliss.

" Messrs. Finlay Muir and Co.

Exd. Shaik Karim.

Print - urgent

Road to the Anamalais

No. 1128 W d/5 May 1898

C No. 3947-49

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

B. of Civil works

READ the following

Letter from Mr. Muir dy 1st March 1898.

" " the District Board Engineer Madura No. 2291 dy 13th March 1898

" " Mr. Muir dy 5th April 1898.

Office note from the Chief Secretary, Financial Dept. No. 933 dy 18th April 1898

Telegram from the President Dt. Board dy 18th April 1898

Letter from — Do — No. 208 dy 18th April 1898.

Note by the Chief Engineer P. W. D dy 21st March 1898.

218

Order

29-4-98

To
The Local and Municipal
Dept for favour of ...

B
after issue
7 G.O.

The papers read above, relate to the present condition of the line of communication between the Anamalais and the South Indian Railway in the Madura District.

2. The Chief Engineer P. W. D is of opinion that the District Board may be safely left

left to do all that is needful with regard to the existing roads, and that to make the link complete, a new road should be constructed between Bodanayakanur and the foot of Messrs. Finlay Muir & Co's proposed aerial ropeway at Kotagudi. The District Board agrees to pay one fourth of the cost of this road. If the planters ~~should find~~ will contribute as much, ~~&~~ His Excellency the Governor-in-Council ~~would~~ will be prepared to ~~contribute~~ provide the balance from Provincial Funds. Meanwhile an officer will be ~~posted~~ selected by the Chief Engineer to survey the proposed road and to ~~prepare~~ prepare the necessary plans and estimates.

3. The question of the insanitary condition of Bodanayakanur brought to notice in para 4 of Mr. Muir's letter dated 1st March 1898 will be considered in the Local and Municipal Depts.

R.S.

21.4.98

To

The C.E. P.W.D.
The S.E. VI Circle
" Examr. P.W. Accts
" L & M Deptt. with an extract of the note by Sir H. W. Bliss
Messrs. Finlay Muir & Co

Bodianayakanur Road.

If the L. Bd. will give a quarter the cost, I think the planters should find at least as much. Govt. might then find the balance. Considering the very small & the very indirect interest the Govt. has in the tea plantations in the Trav. Hills, I don't think I ought to give more than half the cost of the road.

H.B.
22/4/98

Public Works Department.

Note for the Honourable Sir Henry Bliss, K.C.I.E.

A Sum of Rs 2,03,361 has been reserved in the preliminary issue of the current year's Provincial Civil Works Budget, to meet the demands for incomplete works of last year and for new works that may be proposed for execution during 1898-99. A further sum of Rs 50,000 will be added to this reserve in consequence of an unanticipated contribution from Port Funds for Establishment. There will therefore be no difficulty ~~to~~ in providing the amount required for the Bodianayakanur-Kotagudi road, if it is decided that the P.W.D. is to provide funds and carry out the work.

The President, District Board, Madura, has since wired as follows:—

"Board thinks road to "Kottagudi

H.M. 21.4.98

"Kottagudi desirable and
"would contribute fourth of
"cost; Resolution posted."

C.S.

W 21.4.98

Public Works DEPARTMENT.

C. No.

SUBJECT.

HIS EXCELLENCY THE GOVERNOR.
~~THE HON'BLE SIR HENRY BLISS, K.C.I.E.~~
~~THE HON'BLE MR. GROSE, C.I.E.~~

Note by C.W.

18 P

FOR ORDERS.

With reference to Mr. Muir's letter to His Excellency the Governor dated 1st March 1898, copy of which is attached, I met Mr. Underwood District Board Engineer of Madura at Madura on 17th instant and obtained the following information from him on the present condition of the line of communication between the Anamalais and the South Indian Railway in Madura District, vide attached tracing.

2. Road No. 36 from Ammayanayakanur Railway station to Batlagundu is in good order.

-Do- -do- from Batlagundu to Periyakulam is in fair order; but is unbridged near Periyakulam.

Road No. 38 from Periyakulam to Theni is in bad order and wants 2 culverts and a bridge at Theni.

Road No. 38 A from Theni to Bodinaikenur is in very fair order, but is

~~S.A.W.~~

P. W. 43.
500—27-1-18.

is rather narrow and wants a culvert.

3. He proposes to spend Rs.12,000 in next official year in putting the surface of the above roads into good order and also to obtain money for constructing the necessary culverts. A good deal of this proposed expenditure is already budgetted for, and Mr. Underwood thinks the District Board is certain to provide the remaining funds.

4. The expenditure of the above money would still leave the road unbridged at Theni and Periyakulam. The cost of the former bridge is estimated at Rs.31,900, and of the latter Rs.1,27,100, and the Board has decided against the construction of both. Mr. Underwood, however, assures me that he has never known carts stopped on the banks of these rivers for more than 2 or 3 hours at a time, and if this is the case the bridges are not urgently required.

5. I think therefore that the District Board may be safely left to do all that is needful with regard to existing roads.

6. To make the link complete, a new road is required between Bodinaikenur and the foot of Finlay Muir & Co's proposed aerial ~~tram~~ropeway at Kotagudi. This line is coloured green on the accompanying tracing. It is about 10½ miles long, 8 miles on the level and about 2½ miles of ghat, and Mr. Underwood estimates its cost with bridges at Rs.53,000, without bridges Rs. 42,000. He says the Board has no funds for this work, and that Government must assist because of the Imperial interests involved. The Acting Collector of the District thinks that the Board might pay a portion of the cost, and I have ascertained that the Board has already provided in next year's budget for the construction of the following 2 new roads

	Cost Rs.
Partibanur Road	35,000
Devacottah Sarajani	24,000

and if the construction of these 2 roads was postponed, the Board would be in a position to construct the new link to Kotagudi. The objection to this is that the 2 above mentioned roads are wanted by the taxpayers of the District and the Kotagudi link is not, and it is perhaps not desirable to coerce the Board in a matter of this kind. Mr. Underwood objects to the construction of any new roads because he does not get sufficient money now for the proper maintenance of existing roads.

7. There is no doubt whatever as to the magnitude of the imperial interest involved. The opening up of

a

208

a serviceable line of communication between this very important planting District and the coast will benefit

(1) the planters themselves,

(2) the people of Madura District, by increasing the demand for labour, food stuffs, and carriage,

(3) the S.I.R., by freight of exports and imports,

(4) the port of Tuticorin by -do- ,

and the early construction of the proposed link road will ensure that a large portion of the traffic will -- come through British territory to Tuticorin, rather than through Travancore territory to Cochin.

8. I am therefore most strongly in favour of the immediate ~~the~~ construction of this link road either

(1) by the District Board by postponing expenditure on other roads,

(2) by the District Board assisted by a grant from Provincial funds of, say, half the cost of the road,

(3) by P.W.D. with a grant from Provincial funds given unconditionally, because of the great interests involved,

(4) by P.W.D. with a grant from Provincial funds to be gradually repaid by the District Board out of receipts from new toll stations or otherwise.

I recommend the third course myself, because I think Government in a matter of this kind ought to assist District Boards, and if sanction is given I will send an officer at -- once to survey and estimate for the road.

The District Board Engineer begs that this may be done in any case, because he has already more work — than he can manage, and I agree with him.

9. The sanitary condition of --- Bodinaikenur calls for the urgent attention of the District officials.

10. I invite attention to the copy of the District Board Engineer's -- Report to the Collector of the District on the subject of these roads etc., which will be found among the papers. It will repay perusal.

L Bell
21.3.58

W.

they are constructing a pukka

Roads in the D

Proposed to send this note to the Secy. L. & M. dept for counter-initials prior to circulation.

C.R.
21.3.28

[illegible]

See further note [illegible]
NCS

..........Department.

SUBJECT.

...ence with Minis... H.E. the Governor ... March 1928, copy of which is attached. I met Mr. Underwood, Dist. Bd. Engineer of Madura, at Madura on 17th inst. & obtained the following information from him on the present condition of the line of communication between the Anamalais & the S.I. Railway in Madura District. Note attached herewith.

2. (a) Road No 26 from Ammayanayakanur Railway station to Batlagundu is in good order. Do Do from Batlagundu to Periyakulam is in

P. W. 43.
500—27-1-28.

fair order, but is unbridged near Penakulam

Road No 38 from Penakulam to Theni is in bad order & wants 2 culverts & a bridge at Theni.

Road No 38 A from Theni to Bodinaikanur is in very fair order, but is rather narrow & wants a culvert.

3. The proposal is to spend Rs 12000 in next special year in putting the surface of the above roads into good order, & also to obtain money for constructing the necessary culverts. ~~The Chairman is certain~~ A good deal of this proposed expenditure is already indicated for & Mr Underwood thinks the Dist Bd is certain to provide the remaining funds.

DEPARTMENT.

C. No. 2

SUBJECT.

HIS EXCELLENCY THE GOVERNOR.
THE HON'BLE SIR HENRY BLISS, K.C.I.E.
THE HON'BLE MR. GROSE, C.I.E.

FOR ORDERS.

4. The expenditure of the above money would still leave the road unbridged at Theni & Penakulam. The cost of the former bridge is estimated at Rs 31.900, & of the latter Rs 1,27,100, & the Board has decided against the construction of both. Mr Underwood, however, assures me that he has never known carts stopped on the banks of these rivers for more than 2 or 3 hours at a time, & if this is the case the bridges are not urgently required.

5. I think therefore that the District Board may be safely left to do all that is needful with regard to existing roads

H.E. 21

[P. W. 43. 500—27-1-08.]

They are constructing a pukka road

6.

(7) To make the link complete a new road is required between Bodinaikanur & the foot of ~~the~~ Finlay Muir & Co's proposed aerial tramway at Kotagudi. This line is ~~[illegible]~~ coloured green in the accompanying tracing. It is about 10½ miles long, 8 miles on the level & about 2½ miles of ghat, & Mr Underwood estimates its cost with bridges at Rs 53,000, without bridges Rs 42000. He says the Board has no funds for this work, & that Govt. must assist because of the Imperial interests involved. The Ag. Collector of the District thinks that the Board might pay a portion of the cost, & I have ascertained that the Board has already provided in next year's budget for the construction

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DEPARTMENT.

C. No.

SUBJECT.

HIS EXCELLENCY THE GOVERNOR.
THE HON'BLE SIR HENRY BLISS, K.C.I.E.
THE HON'BLE MR. GROSE, C.I.E.

5.

FOR ORDERS.

of the following 2 new roads

roads	Cost Rs
Panti Lamur Road	35000
Devakottah-Sarugani "	24,000,

& if the construction of these 2 roads was ~~[illegible]~~ postponed, the Bd. would be in a position to construct the new link to Kotagudi. The objection to this is that the 2 above-mentioned roads are wanted by the taxpayers of the District & the Kotagudi link is not, & it is perhaps not desirable to coerce the Bd. in a matter of this kind. Mr Underwood

(object to the construction of
any new roads because ~~&~~
~~large tract~~ he does not get
sufficient money now for
the proper maintenance
of existing roads -

7. There is no doubt whatever
as to the magnitude of the imperial interest
involved - The opening
up of a serviceable line
of communication between
this very important plant-
-ing District & the coast
will benefit
(1) the planters themselves
(2) the people of Madura District,
by increasing the demand
for labour, food stuffs,
& carriage.
(3) the S.I.R. by freight of
exports & imports
(4) the port of Tuticorin
by do do,
& the early construction of
the proposed link road
will ensure that a large
portion of the traffic
will come through British

No.

Government of Madras.

DEPARTMENT.

MEMORANDUM.

Dated Madras, 189

territory to Tuticorin, rather than ~~than~~
~~through~~ Travancore territory to Cochin

8. I am therefore most strongly in favour
of the immediate construction of
this link road either
(1) by the Dist. Bd by postponing expend-
-iture on other roads.
(2) by D.Bd assisted by a grant from Provl funds of say half the cost of the road
(3) by P.W.D. with a grant from Provl
funds, given unconditionally because
of the great interests involved.
(3) by P.W.D with a grant from Provl
funds to be gradually repaid
by the Dist. Board out of ~~new~~
receipts from new toll stations -
or otherwise -
I ~~can~~ recommend the third course
myself, because I think Govt. in
a matter of this kind ought to
assist District Boards - and if
sanction is given I will send
an officer at once to survey &
estimate for the road.
The Dist. Engineer reports this
may

P. W. 41²
1,000—14-7-97

They are constructing a pukka road

be done in any case. because he has
already more work than he can
manage, & I agree with him.

9. The sanitary condition of Bodinayakanur
calls for the urgent attention of
the District Board.

10 I invite attention to the copy of
the Dist. Sanitary Engineer's Report to
the Collector of the District on the
subject of these roads &c, which
will be found among the papers.
It will repay perusal.

21. 2. 98

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15. 3 98
Madura

My dear Underwood
Yours of today
re the road to Bodi and
extension to Hills.
I am quite in favour of
all help possible by Dt Bd
to this road and think
we ought to put it in
good order.
I understand the road
from Periyakulam on

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38 & 38A
culverts
tollgates, except
aikamu
bridges at Mani
20000
Bd could pay
Bd to foot of
foot are not
wise

d will have to spend
fully Rs 20000
ars. over & above

PTO

38A - one
36 Rd culverts - 4000
19800 roughly
20800

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tment.

3949

Do
5-5-98

Enclosures 1

Spare copies

SUBJECT.

Forwarding copy of Dt. Board's resolution regarding Road from Bodinayakanur to Kotagudi.

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be done in any Case, because he h
already more work to
manage, & I feel
9. the sanitary condition
calls for the inspect
the District Health.
10 I invite attention
the Dist Health Engineer
the Collector of the Di
subject of these roads
will be found amon
it will repay Lear

I saw in the paper a Company was going to build a tramline on this road - This wd save the road a little I suppose, but in that case they wd like the big rivers to be bridged. I cannot say at all what the Bd would do, but I wd support any proposals to improve the road and leave it to Engineers to say what is the best way of using the money - I have an idea that a great deal could be done by well metalling and constantly patching the wheel ruts wh carts so soon wear out

Yrs truly

18/3/28

Dear Mr de Waiton.

Herewith cost of Thenar & Varaadhai Bridges. The cost of Thenar must be about correct.

The Varaadhai crosses the two rivers Pambar & Varaadhai below the junction. 127,100 is more than any Dt. Bd could afford. If the estimate for these two bridges could be made with masonry piers & iron girders with iron & wooden floor 12 ft roadway as in Irzity Bridge Malabar or timber decking, I fancy the cost would be so reduced, that they might be built. But these matters of design I believe rest with you. However I think the iron girders & timber deck would so reduce cost that I trust you will excuse my giving an opinion. Yrs sincerely

18/3

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bridges opinion (as for 3 months)

38 & 38A into
ld culverts
toll gates, except
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ig bridges at Nani
t 20000
the Bd could pay
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therwise

n.
ut Bd will have to spend Rs 20000
at fully 20000 over & above
t 2 years.
rants.

~~4000~~
~~8000~~
3000
2000
2500
300
4000
~~19800~~ roughly
20800

38 R
36 Rd culverts

PTO

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949

Board
dura

Spare copies

SUBJECT.

Forwarding copy of Dt. Board's resolution regarding Road from Bodinayakanur to Kotagudi.

0S
5

I know that the Bd have to make Rds & are constructing now. Rds costing 1 lakh or more & that it is beyond their financial power to make another Rd & that Govt. should do it.

	Rs	
Partibanur Rd will cost	35000.	
Devacattoh Sargunni	24000.	
Palemadu Rd	10000	①
Arapacottah Rd	6000 more	②
Sauryaallur Rd	5000	③
Bridgeson Rd 1 0 & 2	15000 roughly	④
	95000	

Included in next Year Budget. No estimate yet.

The above are rough. How the PD Bd expects to run a Dt. with execrable Rds & which I can't now get money for putting in order & build new Rds above what they are doing now, is beyond me. & it will be v. bad for the Dt. to construct new Rds with L. Funds. more money is wanted for old Rds. New Rds should not in my opinion be built at all at present barring 1. 2. 3. 4 items above.

Chettinar to Kedar Rs 1500

16/3/98

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the Honorary Secretary's compliments

Kanan Devan Planters' Association.

Quarterly General Meeting held at Munaar on 26th February 1898.

Present:—Messrs. L. Davidson, P. Reed, T. W. Schmid, A. F. Martin, W. D. Martin, A. H. Mead, R. F. Russell, A. C. Williams, W. Milne, F. J. Graham, J. Hamilton Hunter, R. Hedger, H. M. Knight, A. H. Sharp (*Hon. Sec.*), A. W. L. Vernede (*Hon. Member*), and Mr. J. A. Rees (*British Resident*).

Mr. Knight was asked to take the chair.

Read and adopted minutes of last meeting.

Proposed by Mr. Davidson that Mr. J. A. Rees be invited to become an Honorary Member of the Association. Seconded by Mr. Knight and carried.

Roads and Communications.—Read letter from the President of the District Board, Madura, of the 24th December 1897, stating that, considering the difficulties represented by the planters, special provision had been made in the budget for 1898 and 1899 in addition to the ordinary maintenance allotment. Remetalling road from Periakulam to Thanee Rs. 2,000. Remetalling road from Periakulam to Batlagundu Rs. 1,500. The maintenance allotment for the road from Thanee to Bodinaickanur has besides been raised from Rs. 100 to Rs. 200 per mile. Regarding the question of raising the maintenance allotment of the Devikulam ghat road, the District Board Engineer has promised to shortly inspect the road and submit his recommendations to the President, District Board. Recorded with satisfaction.

It was proposed from the chair and carried that a vote of thanks be accorded to the District Board.

Read copy of the report of the estimate for a road between Pallapallayam and the Chinnar river. Proposed by Mr. Davidson and seconded by Mr. Sharp that this report be referred to a Sub-Committee, Messrs. A. F. Martin, W. Milne, J. Payne, and the Honorary Secretary to consider and reply to the same. Carried.

Read letter from the Secretary, Public Works Department, of 11th January 1898, having reference to connecting the Periakulam-Munaar

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Department.

RRENT No. 3949

e President, Dt. Board, Madura

No. 208 G of 1897

8th April 1898

20th do

5-5-98

SUBJECT.

Forwarding copy of Dt. Board's resolution regarding Road from Bodinayakanur to Kotagudi.

OS/5

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be done in any case.
already more work
9. the Sanitary
the District
10 I wrote
the Dist
the Collector
subject of the

tion takes up a new piece of land at a suitable place and build the bungalow there and a new store, Messrs. Finlay, Muir and Co. undertaking to run the establishment at a cost not to exceed two pies on every 10lb. gross weight passing through the store. Seconded by Mr. Hedger and carried.

The following Sub-Committee was appointed to select and secure the land, viz., Messrs. Sharp, Davidson and Knight.

Mr. Knight in a short speech thanked the British Resident for having kindly atttended the meeting.

The meeting closed with a vote of thanks to the chair.

A. H. SHARP,
Honorary Secretary.

PRINTED BY ADDISON AND CO., MADRAS.

Public Works (1898) **Department.**

CURRENT No. 3949

From The President, Dt. Board
Madura

No. 208 G of 1897

Dated 18th April 1898
Received } 20th do
Registered } 5-5-98
Enclosures 1
Spare copies

SUBJECT.

Forwarding copy of Dt. Board's resolution regarding Road from Bodinayakanur to Kotagudi.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Proceedings of the District Board Madura.

Dated 18th April 1898. 1488

PROCEEDINGS No. 18 OF 1898.

Read :— 18. Endorsement of Government No. 37 dated 11th January 1898 forwarding for early remarks letter from the Director of the North Travancore, Land Planting and Agricultural Society re-communication to the East of the High Range in Travancore. Also District Board Engineer's report on the subject.

Also President's memo thereon.

Resolution :— The District Board resolves to put the road as far as Bodinayakanur into good order as far as their funds permit.

By a majority of 10 to 7 the District Board resolves that the extension of the road from Bodinayakanur to Kotagudi is desirable, and that one-fourth of the cost of the new road may be met from District Funds. It regrets that it cannot give any further assistance for financial reasons.

In the event of the new road being made the present allotment for the Devikulam ghat will be withdrawn.

Rs 384 for maintaining the Devikulam ghat and Rs 20 for tools sanctioned from unforeseen charges under Grant I.

(True Extract)

Narayanaswamy
For President

Public Works (1898) Department.

CURRENT No. 3948

Telegram

From The President Dt. Boar
Madur

No.

Dated 18th April 1898
Received } 19th Do
Registered } 5. 5. 98
Enclosures
Spare copies

SUBJECT.

Road to Kottagudi. Stating that the Board thinks that the —— is desirable and would contribute fourth of cost.

W
Submitted in continuation of previous papers
19 Apr 98

OS
23

268
1-4-98

BACK PAPERS.

G.O.	No.	Department.	Date.
26	D 27 16	april 9	8

FURTHER PAPERS.

G.O.	No.	Department.	Date.

INDIAN TELEGRAPHS Monthly Number. 1397

Dt. urgent

Ootacamund

From (Office) Madura

Words.	Day.	Hour.	Minute.	Official Instructions
5	18	13	7	Pd.

(Person) Chief Engineer D P W

From (Person) President Dt Board

Board thinks road to Kottagudi desirable and would contribute ~~[illegible]~~ fourth of cost resolution posted

Recd. from LN. Hrs. Mts. by

Sent to LN. At Hrs. Mts. by

Telegraph Master.

OOTACAMUND 18-4-98

G P—No. 295 T—12 10 96—6000000.

Public Works (1898) Department.

CURRENT No. 3947

From The Financial Dept.

Order

No.

Dated 18th April 1898

Received }
Registered } 26th — Do

Enclosures

Spare copies

SUBJECT.

Bodianayakanur road Stating that the papers about ——— were already returned to the P.W.D.

O.S.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

3 9 P

Calcutta, 8th April, 1898.

[illegible] letter of [illegible] March
[illegible] survey for al-
[illegible] road, and the
[illegible] difficulty.
[illegible] Telegraph
[illegible] to

[illegible] and we have consequently been
[illegible] with the [illegible] road so
[illegible] the shortest possible time. We
[illegible] District Board
[illegible] your kind reference. We are
[illegible] to trace the road and to take
[illegible] possible to do the work at the
[illegible] no time being lost since it
[illegible] the work finished as soon as pos-

[illegible] next week
calling on you with regard to this

70
No 933 of 18 April 18

Finl Dept

[illegible]

[illegible]

C. No 1000

To.

P. W Dept.

Papers returned - Please see the Hon'ble Members note of 14th April 1898.

Cws.
16. 4. 98

18. 4. 98

Financial (1898) Department.

CURRENT No. 1000

CHIEF SECRETARY GOVERNMENT OF MADRAS
20-MAR 1898

From The Public Works Dept

Order

No. 1869c

Dated 25th March 1898
Received
Registered
Enclosures
Spare c

SUBJECT.

Communication between the Anamalais and the South Indian Railway — Offering remarks on.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

CURRENT No.

[illegible]

No 1869C d/25-3-98

Referred to the Financial Department

Ag. Secty to Govt. P.W.D.

e Financial Dept
opy to the L & M Dept.

FOR ORDERS.

The accompanying Note is sent to His Excellency with reference to Mr. Finn's letter of about a fortnight ago, which I have unfortunately mislaid. When His Excellency's wishes on the subject are known, the papers will be forwarded to L & M. Dept for counter-initials, & then re-circulated.

21-3-98

PTO

Civil Dept

C14-4-98

R15/4/98

Note.

The road from Bodinaikenur to Kotagudi is estimated to cost only .53 lakh, and the amount may be provided by the P.W.D. by reappropriation from the grant of 25·00 for 1898-99 subject to recovery from the District Boards later on, if desired.

AT 13.4.98

It is for the P.W.D. to say if 1.53 can be spared from its grant of 25.0 – I should say not, but I am not in a position to give a positive opinion. As to subsequent recovery from the Dt. Bd., that is a matter for the Dt. Bd. to decide – I should say it would be [illegible] to spend so much on this one road, considering the many other calls there are on their funds and the comparatively slight interest ~~they have~~ it has in the development of the Travancore Hills. If the new plantations were being opened out in this Presy, it might be worth the while of this Govt. to spend money as proposed on making this road – As things are, I rather doubt – I don't deny that the opening out of these plantations will be of some benefit to this Presy, but will it be of so much benefit as to justify this expenditure, rather than the expenditure of a similar sum on opening out tracts in this Presy such as the Lower Palnis & the Anaimalais? I doubt it & ~~[illegible]~~ I also very much doubt whether money is at present available⊗ for the work, desirable though it may be. However, there can be no objection to the preparation of plans & estimates.

L. & M. should get a report from the Colr. on the state of Bodenaikanur – If, as stated, it has 18000 inhabitants, it ought to be turned into a Municy, if materials for a Municl. Cl. are available. In any case, the house tax might be raised to the maximum if it is now below it

⊗ Finl. has none to give. Our plague operations will swallow up all the saving money effected on other objects

KI

Rc No 2241
13.3.98

District Board Engr's office
Madura

Copy

From
The District Board Engineer
Madura

To
The President, District Board
Madura

Sir,

With reference to your Rc No $\frac{208\text{-G}}{\text{DB}}$ d/ 19.1.98 & Rc No $\frac{1242}{17.1.98}$, forwarding certain papers for early remarks, enclosures returned, I have the honor to state that I went from Dindigul to Batlagundoo and from thence along Road No 36 and 38 A. to Periyakolam, Theni, and Bodinayakanur and from thence to Manaar in the Travancore hills via the Devikolam Ghat and returned to Bodinayakanur via the Kotagudi Ghat and have the following remarks to make:–

Road No 36 from Ammayanayakanur to Batlagundoo is in good order
" 36 from ~~Periyacolam~~ Batlagundoo to Periyacolam " " fair
" 38 from Periyacolam to Rd 38·A· Junction " " bad order
" 38 A from Junction to Bodinayakanur is in very fair order –
" Devicolam Ghat bottom half very bad, top half good.

I find that the Planters at Devicolam and Manaar have, during the past two years or so, planted over 5000 acres in tea, and have large clearings made and I am not exaggerating when I state that Messrs Finlay Muir and others will have fully 10000 acres in tea by next monsoon

HW

and a large acreage in Coffee and that money is flowing like water in these hills and that in 3 to 5 years, considerably over 30,000 acres will be planted in tea and Coffee, if Communications are opened. As Messrs Finlay Muir have alone over £1,000,000 to be spent there, and besides them numerous other planters and Companies with heaps of money are at work. I also state that a lot of tea is soon coming into bearing and that as plucking is then a necessity, that where one Cooly is employed now, two will be required in a year or so and ten in three to five years. The fact that two Coolies will be required in another year or so where one is employed now, makes the matter of Communications exceedingly urgent, as rice &c has to go up and down, and traffic will be doubled. Unless something is done urgently as far as I can see, European Capital being introduced in this Country and which I believe the Government wish to be introduced will not be given a fair chance of giving a return and more Capital may be prevented from flowing into the Country. The matter is of importance to the Govt. of Madras — The Resident has not exaggerated figures but, I am afraid, considerably under-estimated that this district will produce more tea than the Newara Eliya District in Ceylon which is known, I believe, to His Excellency the Governor and if this is a fact, which the Planters aver, the exceeding importance of the same and Communications will be at

A.C.
6 Jul 58

U.P.

once apparent to Government—

I append a sketch plan of roads

The full red line shows bandy roads maintained by the District Board

a dotted red line " Bridle paths " " Madur and the Travancore Government

The blue line shows cart road and tramway being made by planters.

The blue dotted " bridle path cut by planters

The green line is a proposed road.

All supplies now go from Ammayanayakanur to Bodinayakanur via roads 36, 38 & 38 A in bandies along cart roads. At Bodinayakanur, the goods and grain are transferred to pack animals and cooly head loads and taken to Devicolam and Munaar from 30 to 36 mile by bridle paths and subsequently distributed to the different groups of Estates. The bridle paths and ghat are, at times, almost blocked with strings of these pack animals going either way and it is so difficult and at times impossible to carry sufficient food &c along this bridle path and the Planters have been so pushed by inability to feed Coolies (that they have had to send down hundreds to the plains for want of food) and also know that they will not be able to feed the increased number of Coolies they will require for plucking &c in a short time and will probably not be able to plant the 5000 acres or so of Forest land already felled, that they are constructing a pukka road [illegible] 120 miles top of the Kotagudy Ghat and have already cut large sections of this road and down the Kotagudy Ghat have constructed a bridle path on which they must at least spend very nearly £1000 including Supervision. When this bridle path and road are open (marked blue) they will relieve the Devicolam Ghat and road (marked dotted red) a little - But this will only be of use for a few months as matters have gone ahead so rapidly that even these two bridle paths and road will not be able to carry all the traffic in another year. The Planters are therefore going to lay a steam tramway along the road from Munnaar to top of Ghat and down the Kotagudy Ghat to Kotagudy from top of Ghat a wire ropeway which latter will be driven by water power or steam and which with the Tramway will relieve the deadlock. On these and other Communications Mr Davidson, the very energetic manager of Messrs Finlay Muir's Estates, has I understand been authorized to spend about £30,000 and I consider that any official would consider that these Planters have and are doing in the matter of spending money in Communications all that can be expected. However all this expenditure on their part will be of very little avail, unless the Government and Local Boards on this side do their fair share

[illegible] spent upon them in opening up

miles ~~from~~ above Kotagudy and putting the line of roads from Bodinayakanur to Ammayanayakanur into really good order and in doing something urgently to maintain the bottom 2½ miles of the Devicolam Ghat in better order, to temporarily reduce the difficulties of Transport. The measures which should be adopted in my opinion are as follows, if these big Capitalists are to continue opening up largely and benefitting the Country, otherwise as far as I can see their opening up of thousands of acres will be restricted and where employment will probably be given in a few years to 15,000 to 2000 Coolies with good Communications, only 5000 or 600 can be employed unless something is done and the planting industry on the hills strangled. Communications on this side are essential. The Travancore Government will also have to open up a Western outlet at a large cost and that matter, it is evident to myself is most urgent, but cannot be dealt with by me. I hear however that the Travancore Government may have to spend from 8 to 10 lacs of rupees on roads.

It is evident that under the system of L. F. roads Cess raised in the Madras Presidency by which ½ the land tax of one anna in the rupee plus all the toll rents has to be spent on roads in each district. That the Local Boards do not benefit by this heavy planting

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on roads or by Contributions from the planters and that therefore if ~~Planters~~ roads are to be made, that the taxpayers of this district have a right to expect that the Government will assist them in this matter and my suggestions are made accordingly, as I am certain the finances of the Local Boards are inadequate to do all that is necessary –

I therefore propose that the Estimate for Rs384 be at once sanctioned by the District Board to maintain 4 permanent Coolies on the bottom 2 miles of the Devicolam Ghat road as this portion is very bad and only Coolies permanently working can keep it in order and that in addition Rs500 be given as hitherto to the Honorary Secretary Planters Association to do necessary work on the top miles of Ghat, this will in a measure, relieve the Congestion of traffic slightly, as the bottom 2 miles is nearly impassable, with the heavy pack traffic which has cut up the road surface which is steep and hard to maintain. An indent for tools for the use of Ghat Coolies is also sent. Funds required from 1st April 1898.

Road no 38 A is in very fair order, there are several holes on the first three miles of road but I learn from the Planters, that they are satisfied with this road line, x/ The allotment has been hitherto Rs800. The board have budgeted Rs3000 for next year and this will be sufficient to make this road all right – i.e., the Board have raised the grant from 800 to 1600 and given a special of 1400

6P

In addition, a small Culvert is required at the 5th mile 7th fg to keep the approach of river Crossing being scoured and a small special for this is called for which will be sent in later –

Road no 38 from Junction to Periyacolam is the road complained of, and this road has been bad ever since I knew it, many miles are only clay with a little metal here and there, the allotment is utterly inadequate now and it is the Board's business to make this into a first class road. I discussed the matter with Mr Twigg, late President, Dist Board and as a preliminary matter, as he knew the road required metalling, he gave Rs2000 as a special, understanding that I would personally inspect and report. He also knew that the road had become more important during the past two years and gave an increased grant raising allotment from 150 a mile to Rs200 for 1st 10 miles – The road is however 11 miles 4 furlongs and so I have instructed the maintenance Estimates to be prepared at Rs200 a mile for 11 miles 4 fgs instead of 10 miles – and now report that I have, both going and returning down the valley, inspected this sec furlong per furlong and submit herewith an Estimate for Rs7600 for bringing this section into decent order and to request sanction of same at a very early date, in addition the maintenance Estimate at Rs200 a mile which will follow. Rs2000 of the 7600 may be met from the budget special of 2000 leaving Rs5600 additional required from any source. I further to state that the road has been bad ever since I knew it and is much the same now as 3 years ago and

I have gone very carefully into the matter [illegible] knows it
Chetty, the tax [illegible] money is required for th

already cut large sections

on roads or by contributions from the planters and that therefore if ~~Planters~~ roads are to be made, that the taxpayers of this district have a right to expect that the Government will assist them in this matter and my suggestions are made accordingly, as I am certain the finances of the Local Boards are inadequate to do all that is necessary.–

I therefore propose that the Estimate for Rs384 be at once sanctioned by the District Board to maintain 4 permanent coolies on the bottom 2 miles of the Devicolam Ghat road as this portion is very bad and only coolies permanently working can keep it in order and that in addition Rs500 be given as hitherto to the Honorary Secretary Planters Association to do necessary work n the top miles of Ghat, this will in a measure, relieve the congestion of traffic slightly, as the bottom 2 miles is nearly impassable, with the heavy pack traffic which has cut p the road surface which is steep and hard to maintain An indent for tools for the use of Ghat coolies is also nt. Funds required from 1st April 1898.

Road no 38 A is in very fair order, there are several holes on the first three miles of road but I learn from the Planters, that they are satisfied with this road line, The allotment has been hitherto Rs800. The board have udgeted Rs3000 for next year and this will be sufficient o make this road all right – i.e., the Board have raised e grant from 800 to 1600 and given a special of 1400 –

In addition, a small culvert is required at the 5th mile 7th fg to keep the approach of river crossing being secured and a small special for this is called for which will be sent in later.–

Road no 38 from Junction to Periyacolam is the road complained of, and this road has been bad ever since I knew it, many miles are only clay with a little metal here and there, the allotment is utterly inadequate now and it is the Board's business to make this into a first class road. I discussed the matter with Mr Twigg, late President, Dist Board and as a preliminary matter, as he knew the road required metalling, he gave Rs2000 as a special, understanding that I would personally inspect and report. He also knew that the road had become more important during the past two years and gave an increased grant raising allotment from 150 a mile to Rs200 for 1st 10 miles – The road is however 11 miles 4 furlongs and so I have instructed the maintenance estimates to be prepared at Rs200 a mile for 11 miles 4 fgs instead of 10 miles – and now report that I have, both going and returning down the valley, inspected this sec furlong per furlong and submit herewith an Estimate for Rs7600 for bringing this section into decent order and request sanction of same at a very early date, in addition the maintenance estimate at Rs200 a mile which will follow Rs2000 of the 7600 may be met from the budget special of 2000 leaving Rs5600 additional required from any source. I further to state that the road has been bad ever sin I knew it and is much the same now as 3 years ago and

I have gone very carefu [illegible]

and a large area

chiads Cut large sections

anything less than what I have asked, cannot bring the road into decent order. The maintenance must be permanently Rs 200 a mile. The Theniar river approaches are a soft stone, orders are given to keep these cut from time to time to relieve traffic. The river seldom rises for more than 2 or 3 hours and traffic is never seriously blocked there.

However on road no 38 a tunnel 6'×5' is required at the 5th mile 8th fg where the road crosses a small channel and where the ground is very soft and difficulties occur to bandies such as breaking axles &c. A small special will be sent for this; And at the 5th mile 8th fg there is a very nasty crossing which requires a culvert of 5 or 6 vents of 6'-0" but for this investigation of discharges are required ~~and~~ when these are complete an estimate will be prepared and submitted.

The above is all that is required for road no 38.

Re road no 36, I also examined this road from Periyacolam
nt to Butlagundu furlong by furlong, the Board have,
in addition to the maintenance, given a special of Rs 1500
ntly estimate is under preparation according to the require-
ents of each furlong and may be a little more than the
rant, which I trust will be sanctioned. The above is
ll that I propose that the Board should do and is I hope
thin their means.

additional grants Devielam Stat	Rs 384 (1)
Rd no 38-a. extra allotment Rs 800 Special Est Rs 1400	Rs 2200 (2)
Road no 38 extra allotment 11½ miles @ 50 =	Rs 575 (3)
" Special	Rs 7600 (4)

Some of the above is budgeted already i.e. ②·③·⑤ & 2000 of

also 1 Culvert at 5 mile 7th fg of road no 38 A
1 " " 6 mile 8 fg of road no 38
1 " " 5 mile 8 fg of road no 38
} Estimates called for

The next public body that will have to do something is the Bodinayakanur Union, where I am sorry to say, matters are as bad as they possibly can be. Streams of sewage 3' & 4' wide flow down some of the roads or streets. The streets which at one time have been raised and metalled are now cut up and bandies cannot go over the ridge of metal 1' to 3' broad along the centre but actually go along the places where at one time side drains existed. I have known this Union for 3 years and can state that it is the filthiest spot in the whole of the Cumbum valley. The town is well off, as much money flows into it from the hills, the zemindary has rich paddy lands, nearly every person I am told owns cattle and I saw more cattle there than I have ever seen in or around any other town. I believe that there has been difficulty in obtaining a good Chairman. I consider that an official should be chairman say the Tahsildar Periyacolam, that the house tax should be the maximum if possible and that the Union shd be forced to at once raise and gravel or metal the continuation of road no through their Union up to the culvert at the other end and a large acrea[illegible]

[illegible] - cheaply cut large sections

submitted if necessary and in addition that they should
raise ~~their~~ their roads properly with earthwork if limited funds
are available and maintain and use a proper number of
scavenging carts. If the union funds are inadequate,
the Taluq Board Dindigul should assist I think. Anyway
I just wish to call your attention to the matter, as matters
there are very bad, as regards streets and sanitation
Cholera is nearly always present. I have no doubt the
President Tq Board will rectify matters, if he can be
given adequate powers. If necessary, a G.O. shd be
obtained, as the matter becomes important when food
stuffs and labour to the large planting district in
Travancore, all has to stop here en route -

I have [illegible] the estimate for metalling [illegible] metalling this mile and it amounts to Rs 1000 will be submitted if ordered

Anyway Road no 38 a. should be immediately extended
through the union and from thence a road carried to the foot
of the hills near Kotagudy and up the ghat 2½ miles beyond
Kotagudy and to a point where the wire ropeway is being
brought down by the planters so that goods can be taken
right to the Tramway by road. No other means will enable
[illegible]000 or 30,000 acres to be opened up unless it is a cart ghat
right up to the top, but as the Resident Travancore states, these
planters help themselves and as they bring a ropeway down to
[illegible]agudy it only remains for Government to bring a road
as far as this. The cost of such a road is estimated by me as follows:—

from Bodinayakanur to Kotagudy 8 miles @ Rs4000 = Rs32000
Beyond Kotagudy 2 miles @ Rs5000 = Rs10000
bridges masonry abutments and
[illegible] platform 12'-0" wide supported

8P

If the bridges are at present omitted the road would cost
about Rs42000, this is inclusive of culverts and 6" metalling.
I append a sketch of the Kottagudy valley showing Kotagudy and
the two proposed lines of ropeway which I have called Benzigo's
line and Robertson's line, from the men who surveyed same;
In my opinion Robertson's line will be adopted and the
terminus will I think have to be at about point B
However this will be decided in a short time and machinery
ordered by planters and it is to the point they bring
ropeway that the road should be carried. The officer depu[illegible]
to survey will I know be assisted by the Planters an[illegible]
terminus of road can then be decided. However,
road should and will be easy to construct com-
paratively if taken as shown in dotted line in
attached - The hills on that side being ever so much [illegible]
for a road than on right hand side of valley lookin[illegible]
The road should be taken up at a gradient of abov[illegible]
if possible, but this may not be possible. A surve[illegible]
be made.

I think this road line cannot justly be put [illegible]
charge on L. Funds in fact, at the present time,
the Vaigai cutting the District in two by Periyar water,
resources of the Boards are being taxed to the uttermo[illegible]
to construct connecting r[illegible]d such as the Partitanear -
Paramakudy, the Samayanallur road and the urgent neces[illegible]
of other road is well known, such as the Madura -
-Chekkudy, the tax [illegible] money is required for th[illegible]

aware, that a district which will easily surpass the Wynaad and in a few years Coorg is being rapidly opened up at Manaar, that I am afraid the Government on this side may be taken rather by surprise. However I know that urgent steps will be taken, immediately matters are known properly

If roads are made, toll gate should be put at Bodinayakanur and at Junction with road no 38 or 38A, two toll gates being closer than 20 miles dent part. This is only way to tax planters and those adeq benefit from them i.e. Carriers to Bodinayakanur ained by would realize between them over Rs 3000 a year ffs and ecial cases require special treatment and as ancore, it is a special case toll gates may be sanctioned anyway mile intervals from Ammayanayakanur to nayakanur and would provide funds for works i.e.,

ll	Ammayanayakanur	1 mile
"	Buthlagundu	16
"	Periyacolam	28
"	Theni	39
"	Bodinayakanur	47.

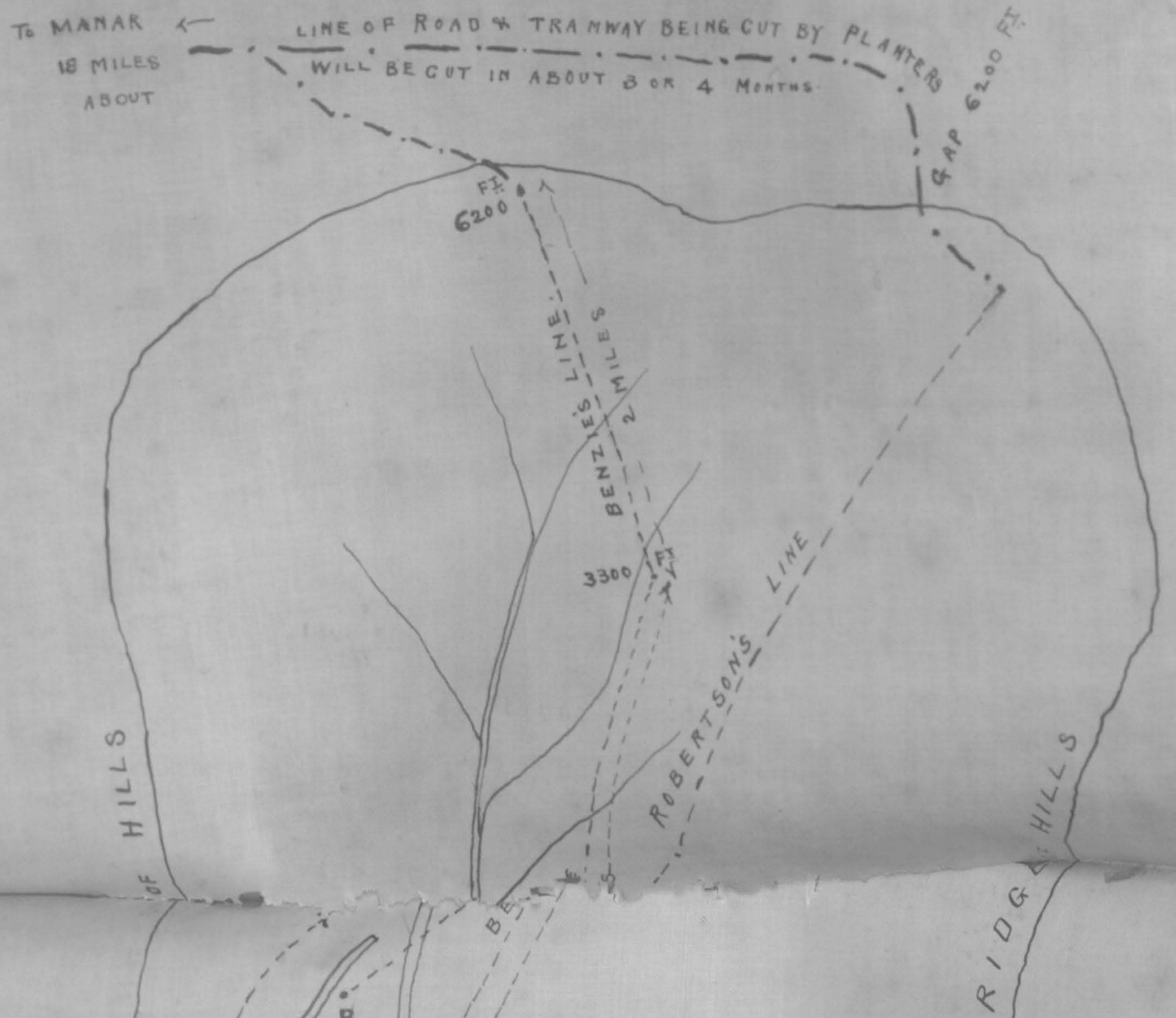
I have the honor to be
Sir
Your most obedt Servant
W C

Dis [illegible] Board Engineer

8
fmil
4
1000

SKETCH OF

KOTTAGUDI VALLEY



Note Along proposed Road line the hills take one long sweep & a Road line appears easy, on the other bank of River there are a great many spurs & ravines, A Road line would be difficult. The point A or B will be terminus of Roperway &c be known by planters in a week or have already cut a bridle path valley as a temporary m import grain etc. t

16/3/68

C.E.

District Board Engineer

Madura.

Public Works

Department

RENT No. 28

this will

so. The planters

right down this

etter to enable them to

feed coolies.

Public Works (1898) Department.

CURRENT No. 28

Order

From The Private Secretary
to H.E. the Governor

No.

Dated 12th April 1898

Received
Registered } 26th – Do

Enclosures 2.

Spare copies

SUBJECT.

Forwarding for informa
letter from Mr Muir re
from Bodi-Kotagudi r
and stating that H.E. w
to see the Chief Engineer abo
these roads at 12 noon
next.

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BACK PAPERS.

No.	Date.

FURTHER PAPERS

No.	Date.

GOVERNMEN

Oota
12" Apr

…TARY TO THE GOVERNOR … RAS

dear DeWinton

…thes
…nd
&
lik
Su…

Letter from Mr. Muir dated 1st
-cy Sir Arthur Havelock. G.C.M.G.

With reference to my recent intervie
when you kindly promised that the requirement
trict for proper through communication with the
would be met by the construction of a cart road from
yakanur to the point below the ghaut to which, as alread
plained, we intend to bring an aerial ropeway, -you will be in
-terested to hear that excellent progress has been made with
the road which will connect Munnar, (the centre of this proper
-ty), with the point at the top of the ghaut from which the
ropeway will start. Work was only commenced on this road on
18th December last, and we expect to have no difficulty in
completing about 13 miles from Munaar before the burst of the
S.W.Monsoon. The remainder of the road, which will be about 7
miles, passes through a comparatively dry country and we shall
be able to proceed with it, we expect, at any season of the
year. As regards the ropeway itself, we have Mr. Alexr.
-son who, as Government Road Tracing Officer, you may re
ber traced very many miles of important roads in Ceylon)
present surveying an alternative route to the one originally
proposed, and we believe this new route will be much more su
-table and less expensive than the original one. The survey
will be completed very shortly and there is no doubt we shall
have everything in readiness to commence the actual erection
of the plant by the end of the coming monsoon. It is evident,
however, that if a cart road is not completed to the point
from which we have to commence our ropeway before we proceed
with the erection of the plant, our difficulties will be enor
-mously increased and the cost of transport of the plant it-
self and of the materials required in connection with it will
be very heavy.

I

BACK PAPERS.

No.	Date.

FURTHER PAPERS

No.	Date.

nur last Friday to meet Mr.Underw informed me he had come to inspect the Bo al route. I explained to him that, although this e must be kept up, the proper communication with the s, and that most urgently required, by this District was hich we are now at work on, and informed him that I under- the cart road above refereed to was to be undertaken by the British Authorities at an early date. Mr.Underwood kindly consented to come up here and to return via the Kundale-Kotagudi route so that he would be able to submit a report on the country the cart road would pass through, and its probable cost. We have explained matters fully to him and he leaves to-day accompanied by one of our engineers to inspect this route. Mr.Underwood, who knows the country round here says he could put in the cart road trace in about a month or at the outside in six weeks, and if this can be arranged, we shall be very pleased to lend the services of Mr.Robertson to assist in the work, as soon as he has completed the survey of the ropeway. This would ensure a per trace being laid out in the shortest possible time, and if con truction work were rapidly pushed on the road should be completed a very early date.

2. The question of the road between Periakulam and Bodinayakanur has still to be considered as it forms an important link inour communication with the railway at Ammanayakanur, but I understand you to kindly say that this road would be put in order and the necessary ~~had~~ bridges ~~gee~~ erected immediately.

3. A meeting of the local Planters' Association was held here on the 26th ultimo, when resolutions were passed requesting Finlay Muir & Co to conduct all correspondence regarding roads for this district with the British and Travancore Governments, and I enclose an extract from the minutes of the meeting as it may interest you.

4. There is still one point I should like to bring to your notice, and that is the condition of the village of Bodinayakanur from a

sanitary

Odr of view. This village

12 " 4 I am informed the sanitatic

nion. I have only a personal kno ng passed through it a few times, but wh since we have been connected with these hills, three years cholera has been introduced here from Bodin Fortunately no epidemic has yet resulted, but unless village are put on a better footing we must expect to h stricken persons coming up here from time to time, and we always to be able to keep the disease from spreading.

5. With best thanks for your promised assistance, and apolog for trespassing further on our time.

(True copy)

Rw Lm

Head clerK.

E 9/7/6

BACK PAPERS

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FURTHER PAPERS

Date.

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GOVERNMEN
Oota
12th Apr

dear DeWinton,
His Excellen
bes me to send you the
closed for your information
to say to you that he would
like to see you about these roads
other matters at 12 noon on
Saturday next if that hour
day will suit you.
Yours sincerely

Put me here
file before
To be [illegible]
if necessary
12th

BACK PAPERS

No.

RTHER PAPERS

21-1-15 ✓
28-1-20 ✓
23-1-39 III ✓
15-5-43 VI ✓

and that is

DEPARTMENT.

C.F. 73.

Paper taken out of the Records from the charge of the Referencer.

Press / Miscellaneous / Routine No. 1128, dated 5-5-1898 193 .

Date taken out.	FOR WHAT PURPOSE.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
23/1/39	Misc B III	816	/39	[illegible]	15/7/39	[illegible]
15-5-43	Misc B VI	586 (D VI)	43	[illegible]	17-7-44	KPN