

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1310	<u>Press</u> <u>Mis.</u>
150.151	
Dated 11—6—1867	

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
11th June 1867.

No. 150. Read the following Proceedings of the Madras Government in the
Public Works Department:—

Communicating, for consideration, report from
Superintending Engineer of the 7th Division, on
the roads proposed to be constructed to the
Chinchona plantations on the Neilgherry and
Koondah mountains. } (Here enter 4th June 1867, No. 1,664.)

No. 151. ORDER THEREON, 11th June 1867, No. 1,310.

Miscellaneous.

Communicated to the Superintendent Government
Chinchona Plantations.
(True Extract.)

(Signed) J. GROSE,
Under Secretary to Government.

To the Acting Superintendent Government Chinchona Plantations, }
,, the Board of Revenue, } With Procs. Public Works
,, the Conservator of Forests, } Department, No. 1,664.
,, the Collector of Coimbatore,

Exd. S. T. Augustin.

*Proceedings of the Madras Government, Public Works Department,
4th June 1867.*

No. 57. Read the following letter from the Superintending Engineer, 7th Division, to the Secretary to Government, Department Public Works, dated Camp, Coonoor, 21st May 1867, No. 37 :—

1. I propose to report in this letter on the construction of roads leading to the Chinchona Plantations on the Neilgherry and Koondah mountains, with reference to the undermentioned Government Orders, viz. :—

I. No. 3,339, of 7th November 1865, which calls for an estimate for opening to cart traffic a line of road stated to have been opened, and to be in use as a bridle-path, between the Koondah plantation and Ootacamund.

II. No. 2,942, of 14th September 1866, reiterates that call, and requires report regarding the formation of inexpensive bullock tracks between the same plantation and the low country, and from the first zigzag of the new Coonoor ghaut to Kartairy.

III. No. 56, of 6th January 1866, calls for plans and estimates for roads to the different plantations, and of a bridge to connect the two plantations at Pykara.

IV. No. 1,393, of 8th May 1867, calls for report as to an embankment proposed by Mr. McIvor in a line of road by which it had been proposed to connect the Koondah plantation more directly with Ootacamund and Coonoor.

2. The bridle-path alluded to in the Order first quoted is a continuation of the old established road from Ooty by Nunjanaad to the Avalanche; ~~and neither the latter nor its continuation~~ has been laid out with sufficient care to render it expedient to spend more money on them. Avalanche itself is not a primary point to be reached, and the road to it ascends and descends four ridges, of more or less height, in a most objectionable manner. From several reconnoissances made by Major Farewell and myself, a low saddle behind the village and Trigonometrical station of Yeddagadoo has been determined as the key to the Koondah Ranges on a high level road from Ooty; and I have dotted on the accompanying map the exact line of road which should be laid down. It affords favourable opportunities, at the sites marked A and B, especially the former, of forming large reservoirs in the Nunjanaad and Avalanche valleys, by damming up instead of bridging the waters which have to be crossed. The line selected (from actual observation) will be an easy one to work; its length to Yeddagadoo will be fourteen miles, which section only it is proposed to trace and open to bridle-path at first, at an estimated cost of Rupees 250 a mile, or Rupees 3,500. Ten-fold that sum will probably suffice to complete it as a cart road, without the dam; and pending estimate which must follow the execution of the bridle-path, permission to enter the sum of Rupees 35,000 in the Budget of 1868-69 is requested. From Yeddagadoo the exact main line and branches on the Koondah range must be carefully investigated hereafter.

3. The gigantic embankment proposed by Mr. McIvor is intended to be situated at the spot marked with a red cross in the map, which is precisely where I had projected a line of road to connect the Koondahs with Ooty and Coonoor by way of the Deva sholah and Kartairy, and I have given up the project simply on account of the expense and difficulty of getting into and out of so deep a ravine, and bridging the river that runs through it, then swelled to most formidable dimensions. Mr. McIvor's embankment of seven hundred feet in height, if realized, would have

Proceedings of the Madras Government, Public Works Department.
4th June 1867.

made my project feasible by saving two and a half miles of descent and as much of ascent, at a gradient of 1 in 19, at Rupees 10,000 a mile for ghaut work in such ground, or Rupees 50,000 in all, in addition to at least half as much more for a bridge. But leaving out of consideration the comparative unfitness of the site for a reservoir, by reason of the deficiency of basin above in proportion to the height, I know from Mr. McIvor's own lips how little he realized the magnitude of the work he proposed. I know that he was prepared to risk as much as one and a half lakh of Rupees, which is about the equivalent of the risk he desires the Government to undertake by provision of 3,600 feet of iron piping, with three sets of apparatus for discharge of water. But it was very evident to me that he had not gone into even the roughest of calculations as to the mere earth-work of his bund, which I estimate at nearly 43½ millions of cubic yards, costing at eight cubic yards to the Rupee, nearly 5½ million Rupees. However sanguine Mr. McIvor may be as to his method of performing earth-work by silting, (which is by no means the novelty in India that he imagines), I do not suppose that he reckons on working at the rate of four hundred cubic yards deposited per Rupee, which would reduce the cost to about Rupees 1,10,000, and leave him Rupees 40,000 for masonry, &c., &c., &c.

4. Though abandoning the idea of connecting the Koondahs by a line direct to the Coonoor ghaut, crossing the head of the Bhowany drainage at a low level, I strongly recommend a small section of that line for execution, viz., the six miles connecting the Mailoor and Deva sholah plantations with Kartairy, and so with the new ~~Coonoor~~ ^{Coonoor} ~~road~~ ^{road} by its branch to that place, which has already been carried out as a cart road, bridged throughout, at a cost of about Rupees 16,000, provided from toll collections. I have shown this section on the map by a dotted red line, and ask for Rupees 1,500 to trace and open it as a bridle-path in the first instance. As to inexpensive bullock tracks to the low country, such works (as I have already stated in my letter anent the Bawally and Coorg road, printed with G. O. No.

2,923* of 29th October 1866,) are neither adapted to the real necessities of planters, nor within the legitimate scope of the Public Works Department. Mr. McIvor

agrees with me that whatever may be wanted in that line had better be carried out by himself and his plantation Overseers.

5. It only now remains to notice the subject of connecting the two Pykara plantations with the high road near Pykara bungalow, and with each other, which I have also personally investigated in company with Major Farewell. It will be six miles to the first plantation and about two more to the second; and to trace and open a really good bridle-path to them, from which to estimate for a cart road, we want Rupees 2,000. As to the bridge, we have come to the decided opinion that it is out of the question building it any where except at the ford above the higher fall, and we have no hesitation in saying that no practical Engineer could ever approve of the lower site between the two falls, which will be much more expensive as to construction of the bridge itself, inaccessible to really good approaches, and useless to any but the people employed on the Government plantations. Whereas a bridge at the head of the ravine will be useful to private planters, who have taken up ground all the way to Nediwattum, and to the public generally. Major Farewell will supply plan and estimate for a bridge of 5 30 feet spans, on piers 10 feet high, at this site, in time for the Budget of 1868-69.

Proceedings of the Madras Government, Public Works Department,
4th June 1867.

No. 58. ORDER THEREON, 4th June 1867, No. 1,664.

CIVIL WORKS, No. 12.

1. In this letter the Superintending Engineer of the 7th Division reports on the roads proposed to be constructed to the Chinchona plantations on the Neilgherry and Koondah mountains.

2. Paragraph 2 will be communicated to the Revenue Department with reference to the Order in that Department of the 27th September 1865, No. 2,325, paragraph 21. It is observed that the Superintending Engineer considers it inexpedient to open up for wheeled traffic the bridle-path which connects Ootacamund with the plantations on the Koondahs. He refers to a more suitable line which has been selected after actual observation, and proposes to trace and open to bridle-path 14 miles of that line to Yeddagadoo at an outlay of Rupees 3,500, and to enter in the Budget of 1868-69 a sum of Rupees 35,000 for completing that distance as a cart road. The Government approve of these proposals. They note that the direction of the line from Yeddagadoo requires careful investigation which it is proposed to prosecute hereafter.

3. For the reasons explained in paragraph 3, His Lordship in Council must decline to entertain Mr. McIvor's project for an embankment across the valley which separates the Neilgherry from the Koondah range of mountains. The proposals in paragraphs 4 and 5 to connect the Mailoor and Deva shola plantations with Kartairy, and the two Pykarra plantations with the high road near the Pykarra bungalow and with each other, are approved. The cost of tracing these lines and of that referred to in the preceding paragraph, should be adjusted hereafter by transfers.

(True Extract.)

Colonel, R. E.,

Secretary to Government.

To the Revenue Department, *with plan*
" Superintending Engineer, 7th Division.
" Controller of Public Works Accounts.
To Mr. W. G. McIvor

Exd. S. T. Augustin.

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11 June 1857

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