

Revenue (1899) Department.

MISCELLANEOUS SERIES.

G.O., No. 1457.

DATED 22<sup>nd</sup> April 99

---

[Despatch Abstract.]

~~Consent~~  
Commg: to the Bd. of Rev.,  
Procs of the P.W.D. passing orders  
on the inspection notes of the Chief  
Engineer regarding the Anamalai  
Roads.

# BACK PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|------|-----|-------------|-------|------|-----|-------------|-------|
|      |     |             |       |      |     |             |       |

# FURTHER PAPERS.

| G.O.                  | No. | Department. | Date.   | G.O. | No. | Department. | Date. |
|-----------------------|-----|-------------|---------|------|-----|-------------|-------|
| <del>enc 479/00</del> |     |             |         |      |     |             |       |
| Co 557                | Rev |             | 22-2-00 |      |     |             |       |
| Co 4446               | 01  |             |         |      |     |             |       |

To be substituted for the G.O. of the same number and date.

BUILDINGS AND ROADS.  
CIVIL WORKS.

# Government {1898} of Madras. PUBLIC WORKS.

To be substituted for G. No. 266 of 1897

Recd. } 1898. Enclosures  
Regd. } Spare copies

G.O., No. 3209 W., 15th December 1898.

DECEMBER.

G.O. min No. 1457 of 22 April 1897  
Communicated to the

Board of Revenue

To the Board: 22 Dec. 4-5-97

16.3.99

To the Revenue Dept. A.O.

Anamalai Roads

No. 1906 C & S of 4 April 99

Passing orders on the Inspection notes of the Chief Engineer regarding the

The file has been referred to the Chief Secretary under instructions from the Hon'ble Mr. Arundel.

The Chief Secretary has been asked to return the Revenue Dept. file direct when done with.

As R 29.3.99.

See this is his amended order. The notes worked in connection with the order now withdrawn as still with Mr. P. M. D.

will D/O please return the notes at their early convenience

29/3/99 D/O No. 837 of 3.99

## GOVERNMENT OF MADRAS.

## PUBLIC WORKS DEPARTMENT.

## Buildings and Roads.

## Civil Works.

READ—the following paper:—

*Inspection Notes by the Chief Engineer, P.W.D.*

From 17th to 26th October 1898, I inspected the various routes proposed for cart-roads through the Anamalai Hills, in Coimbatore district, to open them up for planting. The objects of my inspection were—

- (1) to decide on the route for the cart-road up the ghât;
- (2) to decide on what further extension was needed and the route thereof;
- (3) to discuss the whole question with the Collector, the Forest department and the planters.

I started from Angulkurchi, four miles north of the Auliar river, on 19th October, went up the Prince of Wales Ghât to Punachi, thence onwards to Paralai and part of the way to Sirukundru. I then turned west to Valparai and returned to Angulkurchi on October 26th *via* the Villani pass and valley. I was accompanied throughout by the Superintending Engineer (Mr. Garrett) and the Executive Engineer (Mr. Loam).

2. I saw the Collector and the Conservator of Forests at Coimbatore, and endeavoured to obtain their views on the route to be followed by the cart-road. The Collector had no very pronounced views on the matter, but rather inclined to the Villani valley route, as leading more directly into the centre of the planting districts. The views of the Conservator of Forests will be found in the attached demi-official letter, dated 22nd October 1898, and I may say that the proposals I make further on will fully meet them.

3. I made the following notes during my tour:—

(1) *Angulkurchi Rest-house.*—This is under the Coimbatore District Board, and is situated four miles from the Auliar river and the foot of the hills. It is a poor building consisting of three small rooms, with no out-houses. If a new rest-house is built here the existing rooms will do for godowns but the site is not suitable, being too close to the village, and when this planting district is more developed it will, I think, be advisable to build a new rest-house nearer the river.

(2) *Road from Angulkurchi to Velandorai (Auliar river).*—This is under the charge of the District Board and is on the point of being repaired. It is now just passable for carts and no more. It has two bad grades in it at about 10 and 10½ mile which should be realigned by diversions eastwards; the former will be difficult, the latter easy. This should be done by the District Board, as both gradients are too steep for ordinary traffic, and will limit the weight of loads up the ghât.

(3) *Bridge across Auliar river.*—The site for this has been judiciously selected by Mr. Garrett, at a wide place, where flood water will have free passage, and where the foundation will be on solid rock throughout. The bridge will consist of 7 spans of 66 feet, and the iron work has already been ordered from Burn & Co. of Calcutta. Preparations for the construction of the bridge should commence at once so as to take full advantage of the dry season, *i.e.*, debris should be cleared from the site, and thrown down stream, the rock should be benched or blasted to take abutments and piers and materials collected. A good deal of stone is already at site, supplied at the

moderate rate of Re. 1 per cubic yard. Some of it is good, but there is a good deal of inferior stuff, consisting of the outside decayed layers of gneiss. This should be rejected for the masonry, and only used for dry stone work.

(4) *First 3½ miles of Ghât road.*—The construction of this road has already commenced under the orders given in G.O., No. 781 W., dated 23rd March 1898. It is in charge of Mr. Brodie, temporary Assistant Engineer, and starts from the river bank. In all side long ground the road should slope inwards at 1 in 25 to the inner drain, which should be dug to full dimensions and the earth carefully sectioned and rammed to this slope before metal is laid. The metal being broken is very fair in quality, but too big. It must be small enough to pass through a 1½-inch ring in any direction. It should be laid 12 feet wide, not 12½ feet as provided in the estimate, and 6 inches thick. All dry stone revetment work should be most carefully done. Too much trouble cannot be spent on this class of work, on which the stability of the road so largely depends. The width of the base of every revetment should be, as nearly as possible, half its height, the largest stones should be laid at the foot in a trench dug for the purpose, all interstices should be packed with small stone, the revetment built true to the required batter, and the earth backing behind not thrown in anyhow, but laid in 6-inch layers, sloping away from the revetment, and most carefully rammed and watered.

If these instructions are followed, the revetments will give no trouble, otherwise they will be a constant source of worry and expense. The proposed road-dam over small river at about quarter mile must be converted into a bridge of one span, as the river is said to frequently come down in flood and be impassable. The two wooden bridges in this length must be replaced by steel girders of about 35 feet and 30 feet span, respectively.

There are one or two portions in the third and fourth miles which require realizing. This should be carefully attended to.

(5) The above length of 3½ miles is common to both the Punachi and the Villani valley routes. From this point onwards the route for the cart-road has still to be decided. I went up by the Punachi route and down by the Villani route.

(6) *Punachi route.*—(a) *From 3½ miles to Punachi 3½—11 miles.*—There is some difficult country to traverse, especially in the fifth mile, where much heavy revetment work is needed. Where there is rock cutting or high revetments, the road should be only 10 feet wide—where the footings for revetments are precarious, they should always be blasted out, and the lower 3 feet of the revetment built in mortar.

Mr. Loam has already done a lot of widening and revetment work on this trace in 6th and 7th miles. The bridge at 7 should have its centre pier removed and one (steel girder) span thrown across resting upon the existing dry stone abutments, which should have the upper three feet removed and relaid in mortar with bed stones for the girders. Every effort should be made to get as flat a grade as possible by realigning in places. The upper part of this length presents no difficulty.

(b) *From Punachi to Paralai 11 to 20 miles.*—This length runs through jungle throughout, except where it crosses the waterfall coffee estate and presents no difficulty whatever. A right of way 66 feet wide extends through the estate which will not be utilized to any great extent by the new road. It has been planted up with coffee, and the owners of the estate should be requested to exchange this area for the land required for the road. The trace for the road has not been completely aligned yet, and I have suggested an alternative route for the last three miles, and given instructions to have it surveyed at once. If found practicable it will shorten the line. The bridle path is very rough in places especially from 14 to 17 miles, and has never been properly made or maintained. Until the road is made I propose to give Mr. Marsh, the Managing Superintendent of Paralai estate, Rs. 1,000 per annum to maintain the bridle path in good order from its starting point about one mile from the Auliar river, to Paralai—Rs. 2,000 should be included in the estimate for this purpose.

(c) *From Paralai to Sirukundru 20 to 31 miles.*—I could only see three miles of this length, being stopped by heavy rain and swollen rivers. The part I saw presented no difficulty, and I was assured by Mr. Loam that the remaining portion was equally easy. The new rest-house at 2½ was sufficiently far advanced to enable

us to occupy it. It is built of stone in mud, the former being small and unsuitable, but the walls have stood well through an exceptionally heavy monsoon. The outside walls should be plastered with Portland cement, except those in the verandah, which should be done with lime mortar as also the inside walls. Ground at back of building to be removed for a width of 12 feet. The building should be completed as soon as possible, and the whole place tidied up.

(7) *Villani route*.—I marched through easy country from Paralai to Valparai, the head-quarters of Messrs. Finlay, Muir & Co., a distance of  $6\frac{1}{2}$  miles, a bridle path exists here already which can, easily and economically, be converted into a road if ever considered necessary. From Valparai I marched over the Villani pass to the Auliar river, along the approximate route which would be taken by a cart-road. The distance is about 19 miles, so that it is somewhat shorter than the Punachi route to Paralai and about seven miles shorter than the Punachi route to Valparai. The country to the south of the pass, *i.e.*, on the Valparai side, is easy enough for the first seven miles. The remaining four are very difficult, traversing steep and rocky ground, and the trace would have to be realized to the eastward if a cart-road is ever made here. North of the pass, which is about  $9\frac{1}{2}$  miles from the river, the country is more or less difficult the whole way down. Precipitous sides, sheet rock, huge boulders, and heavy timber make the construction of a cart-road impossible except at great and prohibitive expense, and all idea of doing so must be abandoned. The views of the planters on the matter were naturally in consonance with their own interests. Those at Paralai and the neighbourhood wanted the Punachi route, those at Valparai the Villani route. I came to the conclusion that the best solution of the difficulty, the only possible one, in fact, as far as a cart-road is concerned, is to make a cart-road up the Punachi route to Paralai, and a bridle path  $4\frac{1}{2}$  feet wide in the solid up the Villani route to Messrs. Finlay, Muir & Co.'s boundary. The latter will provide the shortest possible route into the heart of the district for equestrians, pedestrians and pack bullocks, and will well repay its cost, which should not exceed Rs. 10,000. The present trace will require realigning here and there on the north side of the pass and from  $\frac{7}{8}$  to 10 on the south side.

(8) I therefore recommend that sanction be given to—

(1) the construction of a cart-road from the Auliar river to Paralai, a distance of about 20 miles, the estimates for this are nearly ready, and will amount to between 3 and  $3\frac{1}{2}$  lakhs including the bridge over the Auliar;

(2) the construction of a bridle path from Auliar river to Messrs. Finlay, Muir & Co.'s boundary up the Villani valley—approximate cost Rs. 10,000;

(3) the grant of Rs. 1,000 per annum until (1) is completed for the maintenance of the existing bridle path between the Auliar river and Paralai *via* Punachi.

There is a grant of Rs. 50,000 for this work in the current year, and I propose to provide a grant of Rs. 2,50,000 in the coming year.

(9) It is, however, impossible for the road to stop at Paralai. These British Anamalais are a magnificent country, with soil, climate and conditions all favourable to the growth of coffee, and perhaps of tea. If they are traversed from end to end by a good cart-road, so that they can be thoroughly opened up they have a great future of prosperity before them, in which the state will have its share in proportion as it aids in the development. I strongly recommend, therefore, that the road be continued right through the planting district to Mount Stuart, where another outlet to the plains already exists. The best line for this extension will have to be carefully considered. I append two tracings—one on a large scale with some possible alternative routes shown in blue pencil and the other on a small scale showing the road to Paralai and Sirukundru in a firm red line, and proposed extensions in dotted red. Both tracings show the land already occupied.

(10) Mr. Loam has already, according to his instructions, continued the trace to Sirukundru in the extreme south of the district. This route skirts most of the blocks already occupied, and he has selected it because—

- (1) the line is easy and cheap;
- (2) it avoids 2 or 3 bad river crossings;

(3) it benefits the Forest department, which has extensive timber reserves in the neighbourhood of Sirukundru. The line is, therefore, in every way favourable, except that it does not traverse the heart of the district. There is little doubt, however, that if it was made planters would connect their estates with it by branch roads. I therefore think that it may be the best one to adopt. I have shown two possible alternative routes on the tracings—one passing through Valparai and then trending south-west to join the above-mentioned trace west of Sirukundru and the other running south-west from Paralai. Both would be useful lines and a final selection can only be made after further investigation.

(11) If Government approves of my proposal to extend the line to Mount Stuart, the line therefore will also have to be investigated. I have entered a possible one on the tracing. For this investigation work, and for the construction work proposed in paragraph 8, an experienced officer will be required, who is willing to take up the work, which will entail a great deal of exposure. I have found such an one in Mr. Wood, at present in charge of the West Coast division, and I propose placing him in charge when Mr. Loam goes on the furlough which has just been granted to him. The charge will be an important one and should form a temporary division with head-quarters of its own at Punachi.

I take this opportunity of recording my opinion that Mr. Loam, during the two years he has been in charge of these Anamalai roads, has done a great deal of hard work, which will all come in useful if the proposals above made are accepted. He has had exceptional difficulties to contend with in a most inaccessible country and has overcome them in a very creditable manner. He certainly in no way deserves the strictures which have been passed upon him by planters who have more assurance than knowledge, and who should, on the contrary, have been exceedingly grateful to him for his persistent and successful efforts to keep down the price of labour.

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

29th November 1898.

ORDER—No. 3209 W., dated 15th December 1898.

The recommendations in paragraph 3 (8) of the Chief Engineer's note recorded above are sanctioned, and the Superintending Engineer, IV Circle, will take the necessary action thereon.

2. The proposal in paragraph 3 (11) to extend the line to Mount Stuart is approved, and it should be investigated accordingly.

3. Preparations for the construction of the bridge across the Auliar river should commence at once, and the Superintending Engineer will carefully carry out the Chief Engineer's instructions in paragraph 3, clauses (3), (4) and (6).

(True Extract.)

Under Secretary to Government.

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

BUILDINGS AND ROADS.  
CIVIL WORKS.

Government {1898} of Madras.  
PUBLIC WORKS.

Current No 266



Recd. {12<sup>th</sup> January} 1898<sup>9</sup>  
Regd.

Enclosures

Spare copies

Revised  
10/2

G.O., No. 3209 W., 15th December 1898.

DECEMBER.

G.O. no

Communicated to  
the Board of Revenue.

New time sent  
was ci. by  
for

To the Bd. LR

Anamalai Roads

Passing orders on the Inspection notes of the Chief Engineer regarding the —.

From the Registers maintained in the  
Office, it does not appear that this  
paper was sent to this Dept for  
counter initials

8m  
20.1.99

Put up, if available  
a person in possession  
of the original of the G.O.  
on Anamalai Roads  
in which it is noted that  
this was to be sent for ci. of  
Rev. If not available  
Resubmit to the  
21.1.99

Please see separate note below.  
8m  
21.1.99

Wm  
12.1.99

## GOVERNMENT OF MADRAS.

## PUBLIC WORKS DEPARTMENT.

Buildings and Roads.  
Civil Works.

READ—the following paper :—

*Inspection Notes by the Chief Engineer, P.W.D.*

From 17th to 26th October 1898, I inspected the various routes proposed for cart-roads through the Anamalai Hills, in Coimbatore district, to open them up for planting. The objects of my inspection were—

- (1) to decide on the route for the cart-road up the ghât;
- (2) to decide on what further extension was needed and the route thereof;
- (3) to discuss the whole question with the Collector, the Forest department and the planters.

I started from Angulkurchi, four miles north of the Auliar river, on 19th October, went up the Prince of Wales Ghât to Punachi, thence onwards to Paralai and part of the way to Sirukundru. I then turned west to Valparai and returned to Angulkurchi on October 26th *via* the Villani pass and valley. I was accompanied throughout by the Superintending Engineer (Mr. Garrett) and the Executive Engineer (Mr. Loam).

2. I saw the Collector and the Conservator of Forests at Coimbatore, and endeavoured to obtain their views on the route to be followed by the cart-road. The Collector had no very pronounced views on the matter, but rather inclined to the Villani valley route, as leading more directly into the centre of the planting districts. The views of the Conservator of Forests will be found in the attached demi-official letter, dated 22nd October 1898, and I may say that the proposals I make further on will fully meet them.

3. I made the following notes during my tour :—

(1) *Angulkurchi Rest-house.*—This is under the Coimbatore District Board, and is situated four miles from the Auliar river and the foot of the hills. It is a poor building consisting of three small rooms, with no out-houses. If a new rest-house is built here the existing rooms will do for godowns, but the site is not suitable, being too close to the village, and when this planting district is more developed it will, I think, be advisable to build a new rest-house nearer the river.

(2) *Road from Angulkurchi to Velandorai (Auliar river).*—This is under the charge of the district board and is on the point of being repaired. It is now just passable for carts and no more. It has two bad grades in it at about 10 and 10½ mile which should be realigned by diversions eastwards; the former will be difficult, the latter easy. This should be done by the district board, as both gradients are too steep for ordinary traffic, and will limit the weight of loads up the ghât.

(3) *Bridge across Auliar river.*—The site for this has been judiciously selected by Mr. Garrett, at a wide place, where flood water will have free passage, and where the foundation will be on solid rock throughout. The bridge will consist of 7 spans of 66 feet, and the iron work has already been ordered from Burn & Co. of Calcutta. Preparations for the construction of the bridge should commence at once, so as to take full advantage of the dry season, *i.e.*, debris should be cleared from the site, and thrown down stream, the rock should be benched or blasted to take abutments and piers, and materials collected. A good deal of stone is already at site, supplied at the

moderate rate of Re. 1 per cubic yard. Some of it is good, but there is a good deal of inferior stuff, consisting of the outside decayed layers of gneiss. This should be rejected for the masonry, and only used for dry stone work.

(4) *First 3½ miles of Ghât road.*—The construction of this road has already commenced under the orders given in G.O., No. 781 W., dated 23rd March 1898. It is in charge of Mr. Brodie, temporary Assistant Engineer, and starts from the river bank. In all side long ground the road should slope inwards at 1 in 25 to the inner drain, which should be dug to full dimensions and the earth carefully sectioned and rammed to this slope before metal is laid. The metal being broken is very fair in quality, but too big. It must be small enough to pass through a 1½-inch ring in any direction. It should be laid 12 feet wide, not 12½ feet as provided in the estimate, and 6 inches thick. All dry stone revetment work should be most carefully done. Too much trouble cannot be spent on this class of work, on which the stability of the road so largely depends. The width of the base of every revetment should be, as nearly as possible, half its height, the largest stones should be laid at the foot in a trench dug for the purpose, all interstices should be packed with small stone, the revetment built true to the required batter, and the earth backing behind not thrown in anyhow, but laid in 6-inch layers, sloping away from the revetment, and most carefully rammed and watered.

If these instructions are followed, the revetments will give no trouble, otherwise they will be a constant source of worry and expense. The proposed road-dam over small river at about quarter mile must be converted into a bridge of one span, as the river is said to frequently come down in flood and be impassable. The two wooden bridges in this length must be replaced by steel girders of about 35 feet and 30 feet span, respectively.

There are one or two portions in the third and fourth miles which require realizing. This should be carefully attended to.

(5) The above length of 3½ miles is common to both the Punachi and the Villani valley routes. From this point onwards the route for the cart-road has still to be decided. I went up by the Punachi route and down by the Villani route.

(6) *Punachi route.*—(a) *From 3½ miles to Punachi 3½—11 miles.*—There is some difficult country to traverse, especially in the fifth mile, where much heavy revetment work is needed. Where there is rock cutting or high revetments, the road should be only 10 feet wide—where the footings for revetments are precarious, they should always be blasted out, and the lower 3 feet of the revetment built in mortar.

Mr. Loam has already done a lot of widening and revetment work on this trace in 6th and 7th miles. The bridge at 7 should have its centre pier removed and one (steel girder) span thrown across resting upon the existing dry stone abutments, which should have the upper 3 feet removed and relaid in mortar with bed stones for the girders. Every effort should be made to get as flat a grade as possible by realigning in places. The upper part of this length presents no difficulty.

(b) *From Punachi to Paralai 11 to 20 miles.*—This length runs through jungle throughout, except where it crosses the waterfall coffee estate and presents no difficulty whatever. A right of way 66 feet wide extends through the estate which will not be utilized to any great extent by the new road. It has been planted up with coffee, and the owners of the estate should be requested to exchange this area for the land required for the road. The trace for the road has not been completely aligned yet, and I have suggested an alternative route for the last three miles, and given instructions to have it surveyed at once. If found practicable it will shorten the line. The bridle path is very rough in places especially from 14 to 17 miles, and has never been properly made or maintained. Until the road is made I propose to give Mr. Marsh, the Managing Superintendent of Paralai estate, Rs. 1,000 per annum to maintain the bridle path in good order from its starting point (about one mile from the Auliar river, to Paralai—Rs. 2,000 should be included in the estimate for this purpose.

(c) *From Paralai to Sirukundru 20 to 31 miles.*—I could only see three miles of this length, being stopped by heavy rain and swollen rivers. The part I saw presented no difficulty, and I was assured by Mr. Loam that the remaining portion was equally easy. The new rest-house at 2½ was sufficiently far advanced to enable

us to occupy it. It is built of stone in mud, the former being small and unsuitable, but the walls have stood well through an exceptionally heavy monsoon. The outside walls should be plastered with Portland cement, except those in the verandah, which should be done with lime mortar as also the inside walls. Ground at back of building to be removed for a width of 12 feet. The building should be completed as soon as possible, and the whole place tidied up.

(7) *Villani route*.—I marched through easy country from Paralai to Valparai, the head-quarters of Messrs. Finlay, Muir and Co., a distance of  $6\frac{1}{2}$  miles, a bridle path exists here already which can, easily and economically, be converted into a road if ever considered necessary. From Valparai I marched over the Villani pass to the Auliar river, along the approximate route which would be taken by a cart-road. The distance is about 19 miles, so that it is somewhat shorter than the Punachi route to Paralai and about seven miles shorter than the Punachi route to Valparai. The country to the south of the pass, *i.e.*, on the Valparai side, is easy enough for the first seven miles. The remaining four are very difficult, traversing steep and rocky ground, and the trace would have to be realized to the eastward if a cart-road is ever made here. North of the pass, which is about  $9\frac{1}{2}$  miles from the river, the country is more or less difficult the whole way down. Precipitous sides, sheet rock, huge boulders, and heavy timber make the construction of a cart-road impossible except at great and prohibitive expense, and all idea of doing so must be abandoned. The views of the planters on the matter were naturally in consonance with their own interests. Those at Paralai and the neighbourhood wanted the Punachi route, those at Valparai the Villani route. I came to the conclusion that the best solution of the difficulty, the only possible one, in fact, as far as a cart-road is concerned, is to make a cart-road up the Punachi route to Paralai, and a bridle path  $4\frac{1}{2}$  feet wide in the solid up the Villani route to Messrs. Finlay, Muir & Co.'s boundary. The latter will provide the shortest possible route into the heart of the district for equestrians, pedestrians and pack bullocks, and will well repay its cost, which should not exceed Rs. 10,000. The present trace will require realigning here and there on the north side of the pass and from  $\frac{7}{8}$  to 10 on the south side.

(8) I therefore recommend that sanction be given to—

(1) the construction of a cart-road from the Auliar river to Paralai, a distance of about 20 miles, the estimates for this are nearly ready, and will amount to between 3 and  $3\frac{1}{2}$  lakhs including the bridge over the Auliar;

(2) the construction of a bridle path from Auliar river to Messrs. Finlay, Muir and Co.'s boundary up the Villani valley—approximate cost Rs. 10,000;

(3) the grant of Rs. 1,000 per annum until (1) is completed for the maintenance of the existing bridle path between the Auliar river and Paralai *via* Punachi.

There is a grant of Rs. 50,000 for this work in the current year, and I propose to provide a grant of Rs. 2,50,000 in the coming year.

(9) It is, however, impossible for the road to stop at Paralai. These British Anamalais are a magnificent country, with soil, climate and conditions all favourable to the growth of coffee, and perhaps of tea. If they are traversed from end to end by a good cart-road, so that they can be thoroughly opened up they have a great future of prosperity before them, in which the state will have its share in proportion as it aids in the development. I strongly recommend, therefore, that the road be continued right through the planting district to Mount Stuart, where another outlet to the plains already exists. The best line for this extension will have to be carefully considered. I append two tracings, one on a large scale with some possible alternative routes shown in blue pencil and the other on a small scale showing the road to Paralai and Sirukundru in a firm red line, and proposed extensions in dotted red. Both tracings show the land already occupied.

(10) Mr. Loam has already, according to his instructions, continued the trace to Sirukundru in the extreme south of the district. This route skirts most of the blocks already occupied, and he has selected it because—

- (1) the line is easy and cheap;
- (2) it avoids 2 or 3 bad river crossings;

(3) it benefits the Forest department, which has extensive timber reserves in the neighbourhood of Sirukundru. The line is, therefore, in every way favourable, except that it does not traverse the heart of the district. There is little doubt, however, that if it was made planters would connect their estates with it by branch roads. I therefore think that it may be the best one to adopt. I have shown two possible alternative routes on the tracings, one passing through Valparai, and then trending south-west to join the above-mentioned trace west of Sirukundru and the other running south-west from Paralai. Both would be useful lines and a final selection can only be made after further investigation.

(11) If Government approves of my proposal to extend the line to Mount Stuart, the line therefore will also have to be investigated. I have entered a possible one on the tracing. For this investigation work, and for the construction work proposed in paragraph 8, an experienced officer will be required, who is willing to take up the work, which will entail a great deal of exposure. I have found such an one in Mr. Wood, at present in charge of the West Coast division, and I propose placing him in charge when Mr. Loam goes on the furlough which has just been granted to him. The charge will be an important one and should form a temporary division with head-quarters of its own at Punachi.

I take this opportunity of recording my opinion that Mr. Loam, during the two years he has been in charge of these Anamalai roads, has done a great deal of hard work, which will all come in useful if the proposals above made are accepted. He has had exceptional difficulties to contend with in a most inaccessible country and has overcome them in a very creditable manner. He certainly in no way deserves the strictures which have been passed upon him by planters who have more assurance than knowledge, and who should, on the contrary, have been exceedingly grateful to him for his persistent and successful efforts to keep down the price of labour.

(12) I cannot conclude these notes without reference to a subject which has nothing to do with the Engineering side of this question (except that enough money to build the road has already been lost) and that is the suicidal policy adopted by the Revenue department in disposing of this valuable property. I have little or no acquaintance with the methods of selling land in this country, but to the ordinary mind the proper course would seem to have been that the Forest department should demarcate the 80 square miles to be sold into 1,000 acre blocks, in such a manner as to give to each block as equitable a share as possible of good and bad land, and then that the blocks should be sold by auction after full and ample notice to the public. Instead of this, the few persons who knew the country were allowed to go up and select what land they pleased, make their own boundaries and purchase it at the nominal price of Rs. 5 per acre. They naturally took all the best land they could find, and promptly sold most of it for Rs. 30 per acre, and good land up there is now, I am told, worth Rs. 50 per acre. The last transaction of this kind took place during my visit in accordance, I believe, with the Advocate-General's advice that Government was bound by its original advertisement. But I hope and trust that, once this obligation has been satisfied, no further land will be sold until the country is thoroughly opened up and its excellence for planting purposes known far and wide, *i.e.*, for two years to come.

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

29th November 1898.

ORDER—No. 3209 W., dated 15th December 1898.

The recommendations in paragraph 3 (8) of the Chief Engineer's note recorded above are sanctioned, and the Superintending Engineer, IV Circle, will take the necessary action thereon.

2. The proposal in paragraph 3 (11) to extend the line to Mount Stuart is approved, and it should be investigated accordingly.

3. Preparations for the construction of the bridge across the Auliar river should commence at once, and the Superintending Engineer will carefully carry out the Chief Engineer's instructions in paragraph 3, clauses (3), (4) and (6).

4. The matter referred to in paragraph 3 (12) has been settled in G.O., No. 573, Revenue, dated 5th October 1898.

(True Extract.)

*A. K. M. S.*

Under Secretary to Government.

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

Exd. P. Sootharam.

*Telephone*

From

*Mr Registrar  
 Rev. Deptt*

To *Mr Second Assistant  
 P.W. D.*

Will you please let  
 me know whether  
 the draft of G.O.  
 3209 W of 15<sup>th</sup> Decr '98  
 or the notes connected  
 therewith were sent  
 to this Department  
 either for counterinitals

20.1.99

Revenue Department

Note for the Under Secretary.

Please see Secretary's note of

12.12.98 in the original of S.O. 772  
 (leaf D). 13.12.98

Please see also reply from the  
 D. P. W. Office (received to-day) wherein  
 telephone stating that two papers  
 connected with C.O. 266/99 were not  
 sent to this Dept before issue although  
 circulated to H. E. and both H. M. S.

21.1.99

*Secy*

Submitted.

Please see

para 3 (12) of the C.E.S.  
 note. Please also  
 see para 2. The Bd is  
 the head of the Govt  
 Dept & not the Council  
 or Collector.

21.1.99

*H. H. C.*

This S.O. was issued without  
 reference to this Dept., contrary  
 to established & safe routine.  
 The Board of Revenue as

Head of the Forest Dept has had no opportunity of expressing any opinion on the line selected. When the question was mentioned in Journal I understood H.B. to say that the file wd go to the Rev. Dept in due course.

which traverses reserve forests.

I wd also call attention to para 3(12) of the C.S.'s note. This has now been printed & so embodied in the published Proceedings. In this para, ~~the~~ so appearing, the C.E. sacrifices under the guise of the "Rev. Dept." the Govt itself for a suicidal policy. The Govt is a triune entity & none of its parts has an independent existence. The "Depts" are merely the hands of the god: ~~and~~ ~~separately~~ the action of each Dept is the action of H.B. inf. If the G.O. had come in

By this sacrifice my letters were unwelcome, I think this was why I did not trouble to notice it. It wd. no doubt have been better than the C.E.'s remarks (wh. I think he was justified in making) shd not have been published H.B.  
27-1-88

I differ H.B.

\* 18. In the purposes of the present argument  
H.B.

due course to this Dept by issue I wd have suggested the omission from the printed Prog. of this para. 3(12). It is not necessary to criticize the views expressed in the para. because they are admittedly obiter dicta volunteered in the C.S.'s private capacity. The Govt may have been foolish or not, but it is not scarcely decent I think ~~to say so in a~~ ~~Proceedings of Govt itself~~ ~~to say so in a~~ ~~Proceedings of Govt itself~~ In the same para. there is a reference to the Adr. Gen's opinion, that opinion is not I think accurately expressed in the para. The Adr. Gen did not say that the Govt was bound by its original advertisement. He gave it as his view that it was so bound

only in respect of those who  
had paid a deposit. This  
is another reason for which  
C.D. Lane suggested the  
omission of this paragraph  
from the printed Hoag.

The un-official reference  
system between the depart-  
ments of Govt is a most valuable  
system, & if it is neglected  
Govt will find itself being  
perpetually landed in  
contradictions.

R.L. 23/1/9

I fully agree with the Secy's  
note & that of the Hon. Mr. Winter-  
bottom. It is most unsafe to  
neglect the office & departmental  
rules as to the disposal of business.  
It will be in the recollection of my  
Hon. Colleagues that the Govt of India  
in the railway Dept  
through a most unexcusable neglect of  
their own rules in this respect exposed  
themselves to <sup>incurring</sup> financial responsibilities.

a 23.1.99.  
H. 10-2-99

Vide remarks on  
previous page -

I think this protest is  
well grounded -  
not having been in the  
Secretariat I do not  
understand the office  
routine, & ~~possibly the~~  
~~omission to~~ and am  
not sure whether any  
part of the blame is  
due to me -  
I wd. instruct "Public  
Works" to observe the  
inter-departmental  
un-official reference  
system in future -

H.V.  
27-1-99

which they could never have  
anticipated; but & that the  
Govt pointed out their mistake  
I think E.O. No 3209 W  
of 15th Decr 1898 should  
be withdrawn & reprinted  
with para 3 (12) of the  
Chief Engineer's note.  
It is unseemly that  
a note of this sort should  
be by an <sup>an</sup> ~~an~~ <sup>Officer</sup> ~~an~~ of  
Govt containing an  
intemperate attack on a  
policy deliberately adopted  
by Govt should be  
printed without any  
disclaimer by Govt in  
the proceedings of Govt  
itself.

MA 2.2.99

I concur with the Hon. Mr. Winterbottom, but  
before the Order now proposed is issued, should  
not the D.P.W. see the papers? Other-  
wise that Dept will complain that the  
Order is made they are interested has  
been passed behind their back

A.H.  
9.2.99

D.O. No 60

S. H. 1/9

Yes this will go  
to them in due  
course

Note for the Under Secretary

Submitted for orders as to whether  
the return <sup>of the notes</sup> should be awaited or whether  
the paper should be sent to the Chief  
Secretary (U.O.).

8<sup>th</sup>  
6.4.99

Levy

I learn the notes  
have gone to the Public  
Dept for the issue of  
a circular reminding  
Depts of the necessity  
of consulting all Depts  
concerned when  
dealing with papers which  
affect other Depts than  
themselves.

The draft order  
on the current below  
may issue? h

7/11/98



F  
21

When given for copying \_\_\_\_\_  
When copied \_\_\_\_\_  
When examined \_\_\_\_\_  
When signed \_\_\_\_\_

189

READ AGAIN G.O., No. \_\_\_\_\_  
189 \_\_\_\_\_ DATED \_\_\_\_\_

CURRENT No. \_\_\_\_\_

ENCLOSURES TO C. No. \_\_\_\_\_

ORDER OF GOVERNMENT .. .. . A A A A A A A

LETTER OF GOVERNMENT. \_\_\_\_\_

STATEMENT WITH DITEO. \_\_\_\_\_

PAPERS NOT FILLED UP, BEING MEANT FOR DESPATCH  
IN ORIGINAL.

S.P.—

- A = Copy in full.
- B = Not to be copied.
- P = Copy abstract only.
- Q = Copy heading only