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SELECTIONS

FROM

THE RECORDS

OF

THE MADRAS GOVERNMENT.

Published by Authority.

No. VIII

REPORT

ON

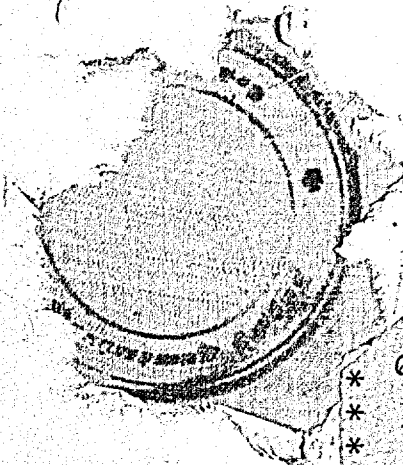
DISTRICT ROADS,

FOR 1853.

Madras:

PRINTED BY H. SMITH, AT THE FORT ST. GEORGE GAZETTE PRESS.
1855.

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செப்பனிலுதற்காக எடுத்துக்
கொள்ளப்பட்ட
தமிழ் மாதம் 1988 வருடம்
செப்பனிலு முடித்த
தமிழ் மாதம் 1988 வருடம்
ஆராய்ச்சி உதவியாளர்
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No. 551.

Department of Public Works,
Madras, 13th July, 1854.

FROM CAPTAIN J. H. BELL,

Secretary to the Board of Revenue,

Department of Public Works.

TO SIR H. C. MONTGOMERY, BARONET,

Chief Secretary to Government.

Sir,

I. I am directed by the Board of Revenue to submit the accompanying reports from the Collectors of the districts noted in the margin, on Roads and communications, for the year 1853. Of these it will be seen that the reports from Canara, South Arcot, and Tinnevelly, were forwarded at the close of the last Fusly; but the Board have directed that agreeably to the orders of Government, all future reports shall be submitted in the first quarter of the calendar year.

GANJAM.

Para 4.

2. The road from Russelcondah to Koinjuroo has been commenced, since the Collector wrote, under the executive charge of Lieutenant Thurburn, assisted by European Overseers.

Para 8.

3. The estimates for the roads from Palcondah and Kilmady to the coast within the Company's lands, were submitted to Government in

No. 309.

letter of the 24th of April, 1854. The portions in the Kimeddy estate are under construction by authority of the Commissioner of the Northern Circars. The estimate for the Buttilly and Nimgaam Road has not been received.

4. With reference to the Acting Collector's remarks on the want of a Maramut establishment in the district, the Board direct me to state that the propositions on the subject were postponed till certain requisite information should be furnished by the Civil Engineer, whose attention has again been called to the subject.

VIZAGAPATAM.

5. The report from this district requires no particular remarks. The roads ordered to be undertaken for the employment of the suffering population are in progress under executive Officers.

RAJAHMUNDY.

6. It appears that the Samulcottah and Cocanada Road, which has been so often mentioned, is still deferred on account of the estimate for the canal on the same line not being prepared.

7. The repair of the Rajahmundry and Dowlaiswarum Road has been sanctioned.

MASULIPATAM.

8. The subject of the Northern road was particularly noticed in the last two reports of the Board; but no improvement has yet been made either in this district or in

GUNTOOR.

9. The estimate for bridges on the road from Guntoor towards Nizampatam, &c. has been sanctioned.

NELLORE.

10. The Nellore and Cuddapah Road is under repair, agreeably to the sanction of Government dated January 27th, 1854. The road from the Nundy Cunnama Pass by Cumnum to the coast was sanctioned in the same order.

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11. The Board have ordered the preparation of an estimate for the formation of a road from Curcumbady to Naidoopett. The road from Chittoor to Curcumbady has been for some time under formation.

CUDDAPAH.

12. The Dorenal and Nundy Cunnama passes have been commenced, and the work has been carried on vigorously, but the latter has been suspended on account of great sickness among the people.

13. The Cuddapah and Bellary Road has been commenced under sanction of Government dated March 21st, 1854.

BELLARY.

14. The report from this district does not require particular remarks.

CANARA.

15. An estimate for tracing a Ghaut in lieu of that of Kaddadakul has been sanctioned.

16. An estimate for improving the Agoombee Ghât has been submitted to Government.

17. The Board have not yet received the promised estimate* for completing the Gersoppa Ghât as a cart Road.

18. Upon the proposition to increase the annual grant in this district the Board will report in another communication.

CHINGLEPUT.

19. The report from this district requires no remarks.

NORTH ARCOT.

20. The Board have requested the Civil Engineer to prepare an estimate for bridging the Palar on the Vellore and Chittoor Road.

21. With regard to the Madras and Cuddapah Road the Government is aware that an estimate has been submitted for making it from

end to end, but that sanction has been granted for only Rupees 15,000. Should the Government concur in the views of the Collector of North Arcot

M. C. dated 3d February, 1852,
No. 41.

as to the importance of this line, the Board recommend that the estimate for the portion in that district may be sanctioned. Its amount, deducting Rs. 6,000 the North Arcot portion of the Rs. 15,000 above-mentioned, is Rupees 77,378-11-2. In Chingleput, sanction has been granted for a small estimate

Rupees 3,982-1-8.
In M. C. April 12th, 1854,
No. 169.

for part of the same line, and a larger one is about to be submitted in the budget for 1854-55.

Para 9.

22. The Board have called upon the Civil Engineer for an estimate for bridges on the Walajapett and Sholinghur Road, and also for the roads enumerated from para 28 to 35 and in the Collector's letter of the 20th of May, 1854.

M. C. dated May 29th, 1854,
No. 236.
Para 25.

Para 27.
22d June 1854, No. 492.

23. Sanction has been granted for tracing the Ghât between Cuddapanuttum and Goriattum, and the estimate for the Palamanair and Venecatagherry Cottah Road has been submitted to Government.

SOUTH ARCOT.

M. C. dated March 20th, 1854,
No. 131.

M. C. dated January 6th, 1854,
No. 10.

Do. dated March 21st, 1854,
No. 138.

24. Of the roads mentioned by the Collector in paras 5 and 8, the Cuddalore and Salem has been sanctioned via Verdachellum; and the roads from Thellar, Wandivashi and Conjeverna to Tindevanum, from Trivady to Cuddalore, and from Tindevanum to Mercanum have also been sanctioned. The first of these will form part also of the proposed line from Tindevanum to Chaitpett, &c. The other lines must be estimated for when some of those on hand are completed.

SALEM.

Para 13.

25. The continuation in South Arcot of the Kistnagherry and Wootungarray Road has been sanctioned from the Chungamah Pass to Trinamallee and Tricoloor; and an estimate for a farther continuation from Trinamallee to Tindevanum is under the consideration of the Board.

TANJORE.

26. The report from this district contains nothing worthy of particular notice.

TRICHINOPOLY.

Para 4.

27. The estimate for the road from Trichinopoly towards Dindigul is under reference for further information.

To Collector.
December 27th, 1853.

28. The Board request attention to the letter of the Civil Engineer, and the Collector's remarks thereupon; but they will not in this report submit any further proposition on the subject of an annual grant for the maintenance of the made roads in Trichinopoly.

COIMBATORE.

29. The Civil Engineer has been requested to report on the roads made by the Collector's Department from the Chuttrum and Devastanum funds, and alluded to in the report para 31.

M. C. April 12th, 1854,
No. 166.

30. The amount of Rupees 10,000 adverted to in para 35 has been sanctioned.

MALABAR.

31. There is nothing in the report from this district that needs remark.

MADURA.

32. The estimates for roads Nos. 13, 15 and 26 mentioned in the report are now under the consideration of Government, having been submitted under date the 15th June 1854.

TINNEVELLY.

33. The estimate for road 9 referred to in para 11, has not been received.

Paras 15 and 22.
M. C. Nos. 457 and 124.

34. The estimates for roads No. 10 and 22, were sanctioned on the 20th of December 1853, and the 15th of March 1854.

35. The Board have not received the Kurnool report though they have repeatedly written for it. They therefore direct me, with reference to the order as per margin, to submit the reports from the other districts.

36. I am also directed to submit a general statement of the estimates under execution and consideration.

I have, &c.

J. H. BELL,

*Secretary Board of Revenue,
Department Public Works.*

Madras, 13th July, 1854. }

Dispatched, 19th do. do. }

No. 28.

FROM WILLIAM KNOX, Esq.,

Acting Collector of Ganjam.

TO CAPTAIN J. H. BELL,

Secretary to the Board of Revenue,

Department of Public Works, Madras.

Sir,

1st Para.—I have the honor herewith to forward the Annual Report on the Roads of this district, and must crave the Board's indulgence if it is but short and crude; the quantity of criminal and current office work has been such, since I took charge, that I have had but little time to look into what has been done, or inspect the roads, now under construction.

2d.—I will take the roads as they come in the accompanying tabular form, and submit a few remarks on each in turn.

Nos. 1 and 8.

The great northern is still little more than a name, nothing has been done in the past year, between Chicacole and Itchapore—from that the Native superintendent has been at work, in keeping up what was before made. About this, the road is very good; but between Ganjam and Rumbah, it has fallen into a very bad state. The local superintendent has had his attention called to this, and is I believe now at work on it, but it is near Itchapore that he is doing the most work, and this I have not seen; Mr. Rundall is making preparations at Chicacole, for commencing the bridge lately sanctioned there.

3d.—No. 2 is the Koinjoor and Sohanapore road made under the superintendence of Lieutenant Wyld, 18th Regt. M. N. I.,

No. 2.

on which Mr. Onslow's report last year is so full, that nothing remains for me to say—but that it was completed at a cost of Rupees 8,496-9-9.

4th.—The road from Russellecondah to Koinjor has not yet been commenced on, as no officer has been appointed to superintend it, it is greatly to be regretted that so much of this working season has been allowed to pass, and no advance made in this very desirable work.

5th.—Lieutenant Macquoid commenced operations on the road between Russellecondah and Berhampore in December, and is now at work on it, but as the work is under the Superintendent of Roads, and I have not seen it, I cannot say what progress has been made.

6th.—Assistant Surveyor Walker was in charge of this road, but was obliged to go away sick, and the work was for a while unavoidably stopped. It has been recommenced, and is about half finished, as I am given to understand.

7th.—The Calingapatam and Chicacole road has under Mr. Ross been nearly completed, and will be so, before this season is over, most of the masonry works are finished; it is a road which was greatly wanted owing to the high prices of grain, comparatively very little rice has been shipped at Calingapatam, but as it is Mr. Ross' traffic returns give some 130 bandies a day.

8th.—The roads from Palcondah and Kenedy to the coast are now under consideration, and will I most sincerely trust be soon sanctioned, and begun; Mr. Onslow has written so strongly on the advantages to be derived from them by the country and by Government, that I should but weary the Board were I to repeat his arguments; I have frequently expressed my sense of the importance of these works in my reports. To complete the work, however, a road must be run from Buttyly or Gannipore to join the Kenedy and Ghara road near Ningaam, about 4 miles from Buttyly in Jeypoor. Gannipore is one of the towns to which the Brinjaries come on their way down for salt, they sell their gram there, give their cattle short rest, and a road from this depôt to the sea will be of great advantage to trade, as well as to the people of the country; Mr. Rundall is about to prepare an estimate for this branch road.

9th.—The small discretionary allowance was laid out to the best advantage on the roads mentioned in the statement, I took advantage of the allowance sent me as Principal Assistant Collector, to metal a road from the Calingapatam road, to the encamping ground at Chicacole, and thence to the barracks. It was formerly almost impassable in wet weather. It is by this road that bandies generally enter Chicacole, as it leads to the bazar and grain stores; the money at my disposal was not quite enough, but I shall finish

it this year. I also carried out about 150 bandies of kunkur, which the prisoners spread and rammed down on the Mofulunder and Pata Chicacole road.

10th.—I have already brought to the notice of the Board the want of superintendence for these expensive works, it is impossible for the Collector and his assistants in this district to give time to them, for it must not be forgotten, that as Agents we have to exercise additional criminal powers, and as it to fill any moment we might have to spare, we have a large amount of civil business to get through—I feel it my duty therefore again to urge the Board to send us help, for every day is of importance. A large trade in rice and gingely seed with France is springing up, and this can only be fostered by opening the roads down to the coast and enabling merchants to have their cargoes ready in the early part of the year, immediately after the rains are over, which from the state of the roads is now impossible. The gradual fall in the value of gram all over the Madras Presidency has I observe attracted the notice of Government. It was felt much in this district, where the ryots are in general very small holders; but has been somewhat alleviated by the export trade, that has grown up in the last few years, and as I understand from gentlemen in the trade, that Ganjam rice is much liked at Home and in France, I look to roads as the great means of keeping up the revenue of the district, and am preparing estimates to connect the various ports with the main roads, and the rice-growing countries, and it is cheering to feel that while thus advancing the interests of Government, the inhabitants are also benefitting by the works; for nothing I am satisfied, will go so far to civilize the Sowera and the Khond as making a way for the trader, and introducing the luxuries of native life, to the demi-savage of the hills, and showing him that he can gain more, by industry, than by plunder; and what is also of great importance, teaching him that his country being opened up by roads, our police can with ease follow him to his hitherto secure retreat.

11th.—Allow me in conclusion to beg the attention of the Board to the fact, that while Rupees 34,320 are expended in one year on roads and works of irrigation, there is no Maramut Establishment in this office—though applications were made by the late Collector and Civil Engineers; the want of this Establishment is most severely felt this year, in particular, when so many works are going on. It is unfair to the Collector to make him responsible for works and expenditure, which he has not the means of thoroughly supervising, and it is not fair to the native servants as it puts strong temptation in their way every day, that the practice of doing the repairs of roads or other works in a slovenly way, is allowed to go on, the difficulty of getting them well, and quickly done, increases; I much fear that in this district, much Government money has been wasted in this way; I shall therefore in a short

time, in conjunction with the Civil Engineer, submit to the Board an application for putting the Marabut Establishment of this large district, on a proper footing.

I have the honor to be,

Sir,

Your most obedient Servant,

W. KNOX, *Acting Collector.*

Ganjam District, Collector's Cutcherry,)
Chatterpore, 20th March 1854.)

N.B.—Since this was written, Lieutenant Thurburn, 42d Regt. M. N. I., has arrived to take charge of No. 3.

W. KNOX, *Acting Collector.*

No. 23.

Vizagapatam, Collector's Office,
4th March 1854.

FROM A. ROBERTSON, Esq.,

Collector.

TO CAPTAIN J. H. BELL,

Secretary to the Board of Revenue,

Department of Public Works, Madras.

Sir,

I have the honor to submit annexed a Memorandum of outlays on the public roads in this district in the past year. The lines of road benefitted by this expenditure will, when completed, prove of the greatest use, till then the full advantages to be derived from the works cannot of course be more than generally estimated.

2. Three of the Zemindars led me to expect that a most useful line of road would be greatly improved by them, that it would in fact be made before now a second class road, but I have hopes that they will this year fulfill their promises, and that I shall next year have to report that so much of the line between Parvettipoor and Gajeputtynaggrum as runs through the Zemindaries of Vizianagrum, Saloor and Bobily has been completed.

3. The Board are aware that in the end of 1853, the Government sanctioned the opening of the passes into the Jeypoor country, when these are opened and the lines of road subsequently sanctioned are completed, the facilities for trade will be very great.

I have the honor to be,

Sir,

Your most obedient Servant,

A. ROBERTSON, *Collector.*

MEMORANDUM.

1. Bridge of 11 arches of 30 feet span over the Bifalipatam river.	*14,249 4 3
(* Of this about 10,000 Rupees was spent in 1852.)	
2. Do. 3 arches of 30 feet span within the hollow over which the approaches to the former are carried.	7,065 14 4
3. Branch road from Vizagapatam to Yamootavoilsa completed with the exception of a portion requires to be gravelled.	
4. Branch road to Nakapilly nearly completed.....	8,086 3 7
5. Extensive repair to Trunk Road including construction of following masonry works:	13,133 14 11
1 Bridge of 5 arches of 12 feet span.	
1 Do. 4 do. 9 feet do.	
1 Do. 3 do. do.	
1 Do. 2 do. do.	
14 Tunnels.	2,458 2 6
137 Yards of road dams.	
1 Bridge of 10 arches of 30 feet span over the Ankapilly river finished as far as the piers.	49,998 7 7
6. From the annual allowance for the Trunk Road.....	
Total Company's Rupees...	

A. ROBERTSON, *Collector.*

No. 91.

Rajahmundry District, Ootaveram,
27th March 1854.

FROM T. PRENDERGAST, Esq.,

Collector.

TO CAPTAIN J. H. BELL,

Secretary to the Board of Revenue,

Department of Public Works, Madras.

Sir,

With reference to the Circular letter under date the 7th October 1853, No. 743, I have the honor to forward a tabular statement of roads in this district for the year 1853, agreeably to para. 23 of the Extract from the Minutes of Consultation, dated the 11th of January 1853.

2. The high northern road and the cross road from Cocanada to Coringa have been repaired out of the annual sum of 300 Rupees placed at my disposal for that purpose.

3. The road between Cacrapurroo and Nursapoor has nearly been completed agreeably to the sanction of Government under dates the 27th July 1849, and 5th January 1849; but some further repairs are required for which an estimate was sent with my letter under date the 12th November 1853.

4. The construction of the road between Cocanada and Saraulcottah has been refused owing to the Civil Engineer's intention of making the bund of the future canal into a good road, but as he has not prepared his estimate for the canal yet, I have doubts whether both these works may not be indefinitely postponed; I have therefore written to ask him his views, after which it may perhaps be necessary again to ask leave to construct the road already sanctioned.

5. The want of a proper road from Cocanada to Nursapoor being much felt, I am making a new line from the funds sanctioned under date the 24th December 1853; but a larger sum will be required for constructing bridges and drains, for which estimates shall be duly prepared and forwarded.

6. The high northern road between Coyoor and Yernagoodem and between Moorary and Juggumpetta is very bad. A small sum has been disbursed for the necessary repairs thereof out of the same funds, but a large amount will be required to make it fit for bandies to travel over during the monsoon. For this also an estimate shall be forwarded through the Superintendent of Roads for the sanction of Government.

7. The road between Rajahmundry and Dowlaisvaram is a great thoroughfare and requires frequent repairs, but the Civil Engineer has made an estimate and applied for sanction for 1,000 Rupees for putting it in order immediately.

I have the honor to be,

Sir,

Your most obedient Servant,

T. PRENDERGAST, *Collector.*

No. 36.

Masulipatam, Collector's Circuit Cutcherry
at Ellore, 17th March 1854.

From T. D. LUSHINGTON, Esq.,

Collector of Masulipatam.

To CAPTAIN J. H. BELL,

Secretary to the Board of Revenue,

Department of Public Works, Fort St. George.

SIR,

Para 1. Since the transmission of my last Road Report, nothing worthy of a place in an annual Road Report has been done to the roads of this district which are of course becoming rather worse, if possible, than better.

2. On the great northern Trunk Road, I have no authority to expend a Rupee, and it must I presume remain untouched, as has been the case since the existing road department was formed, until the Superintendent can visit it, and place a party upon it. I have lately traversed a portion of it, of about 26 miles in extent—and bad as it is, it was a great satisfaction to me to see that in many places at no great distances from the road, abundant material appeared procurable.

3. A small sum of Rupees 271-7-0 was laid out on emergent repairs to different portions of the road to Hyderabad between Masulipatam and Bezarah, on the recommendation of the Revenue Surveyor Mr. Ottmann; and upon another emergent estimate, I caused the roadway over the Sooltanagrum bridge near Masulipatam (which had been cut through into the masonry) and the approaches, to be coated with kunkur at an outlay of about 514 Rupees.

4. The small discretionary allowance has been chiefly expended in constructing tunnel drains, where required, in the streets of, or in the vicinity of Masulipatam or in Ellore.

5. I would at once endeavour to bring forward some propositions in regard to the roads of this district in communication with the Civil Engineer, in reference to the sentiments expressed by the Right Honorable the Governor in Council in para. II of Minutes of Consultation of 22d October 1853, but as any extensive road works would at present tend to increase the difficulties of obtaining labor for the Kistna ancient, I think it desirable so long as compulsory labor is requisite, not to bring them forward.

I have the honor to be,

Sir,

Your most obedient Servant,

T. D. LUSHINGTON, *Collector.*

Guntoor District, Collector's Office,
Sandoie, 23rd March 1854.

FROM A. PURVIS, Esq.,

Acting Collector of Guntoor.

TO CAPTAIN J. H. BELL,

Secretary to the Board of Revenue,

Department of Public Works, Fort St. George.

Sir,

I have the honor to submit my report on the roads and communications through this district for the past year, accompanied by a statement containing the information required in para. 23 of the Minutes of Consultation under date the 11th January 1853.

2. The two main lines, viz. that from Madras to Calcutta, and from the first named place to Secunderabad, have had next to nothing done to them for several years. The very indifferent state in which these lines of communication have been so long kept, has been so frequently pointed out by my predecessors* and myself, that it is unnecessary for me again to describe them. Even if the prospect at no very distant date of a water communication from the Krishna to Inkoie, the southern limit of this district, should, as I believe has been urged,

* Letter to Board of Revenue
Department Public Works, dated
30th October 1850, para. 4.

Do. to do. 10th April 1852,
para. 3.

Do. to do. 23rd May 1853.

render the outlay of any large sum in the repair of the road between Guntoor and the place last named, inexpedient, it appears to me highly desirable that the road from Guntoor to the river (about 19 miles) should be put in good order. There is now no inconsiderable traffic upon it, and as the ancient project becomes further developed, and when water communication between the Godavery and the Krishna is opened, it will doubtless much increase. It is not probable that the line of the high level channel will come so near to Guntoor, as to draw off much of the traffic by the road between that town and the Krishna—a portion of this road not far from Seetanagram was further injured in July last, the floods from the river having washed over it. Two small drains urgently required have been reconstructed during the last year from the funds placed at my disposal for improvement of the district roads.

3. The state of the Hyderabad road, particularly as it approaches the river, is as bad as can well be, and constant complaints are received from those who are compelled to traverse it. The line in question has lately been visited by the Superintendent of Roads, and I trust something may soon be done to

it. It has been urged that the traffic on the road is comparatively inconsiderable, but this, certainly as regards the portion between Nacrikul and the Krishna, (about 30 miles) is in a great degree occasioned by the state of the road itself. It is well known that goods from the central and even western talooks of this district are carried by the circuitous route of Bazwarah and Juggiahpett to avoid the very bad, though more direct road, viz Nacrikul and Pondigul.

4. The coast road between Ongole and Masulpatam is much in the same state as it has been for some years. The raised road in the vicinity of the salt channel at Carlapalem was a good deal injured by the floods in July.

Measures have been adopted for repairing the damage done, when an estimate sanctioned* for spreading sand on the same, will be acted upon.

5. The work provided for in the estimate sanctioned by Government under date the 8th February 1853, for the construction of a road for the first 10 miles, from Guntoor towards Nizampatam and Baupetlah, a very important line of communication as far as the interests of this district are concerned, has been carried on. The earth work was completed some time since, and the gravel for some miles has been carted and spread. The gravel work to the remaining portion is in progress. Estimates for the bridges required in this part of the line have lately been framed and submitted for approval. I trust sanction will be granted on an early date, as the works are very necessary to render the road of utility throughout the year. I have just suggested to the Civil Engineer the propriety, as early as circumstances may admit, of preparing estimates for the continuation of this road to Ponnur. The small portion of raised road on this line near Sandoie lately executed was injured when the tank gave way in July last. I propose repairing the damage from the funds placed at my disposal. I was anxious that the bridge and tunnels on this road should have been finished last season, but the great demand for the labour at the ancient prevented this being done. They have since however all been completed. An estimate for applying another coat of gravel to the small bit of road south of Cheyhole constructed some years ago, was acted upon early in last season, and that portion of the road with the platform bridge and tunnel is in good order.

6. Government were pleased, under date the 19th April 1853, to place a sum of 900 Rupees at the disposal of the Civil and Session Judge for the purchase of materials for bridges in the first few miles of the road from Guntoor towards Innacodah, Cumbum and Bellary, which was in course of construction by convicts. One bridge of ten vents, two of two vents each, one with one vent, besides smaller drains, have been completed, the earth

work also has been finished, and a great portion of the new road gravelled. The part of the line on which this road has been made leads over black cotton soil and in the wet weather is perhaps nearly the worst part of it. This new road is therefore a very decided improvement of an important line of communication and has been effected under the superintendence of the judge at a very moderate outlay. I propose in the present year expending a portion of the sum at my disposal in further improvements to this line of road.

7. Of the platform bridges constructed within the last few years on the different lines of communication in this district, the removal of those at Taudapully and Vuddaswaram has been found necessary consequent on the deepening and widening of the Toongabhadra; that at Colakaloro on the direct road to Masulipatam was injured by the freshes in July and will, it is not unlikely, have to be removed for the same reason as those first named; the remaining bridges are in good order and are of great service to the public. I conclude a suitable bridge will be built by the Engineer's Department at Taudapully to carry the high north road across the main duct from the Krishna.

8. It will be seen from the statement submitted on the 21st instant that some small repairs and improvements were made to certain roads during the past year and charged to the discretionary outlay. I hope to be able in the current year to lay out with benefit to the country the larger sum lately placed at my disposal.

9. Ordinary repairs were as usual performed to the roads leading to the Gunjam salt stores at an outlay of Rupees 948-3-11. The temporary Palmyra bridge alluded to at the conclusion of my report for last year as being under construction was finished in due course, and is found of great service.

I have the honor to be,

Sir,

Your most obedient Servant,

A. PURVIS,

Acting Collector.

Guntoor District,
Collector's Office, Sandole,
28th March, 1854.

Nellore, Collector's Office,
18th October, 1853.

FROM F. B. ELTON, Esq.

Collector of Nellore,

TO CAPTAIN J. H. BELL,

Secretary to the Board of Revenue,

in the Department of Public Works, Fort St. George.

Sir,

With reference to the orders of Government dated 27th January, 1846, I have the honor to report on the roads in this district. The chief lines of road at present existing consist of;

1st.—The Northern Trunk Road extending from a little beyond Aurumbauk in the South, to the Guntoor boundary at the Northern extremity of the district, a distance of about 160 miles.

This road is exclusively under the charge of the Superintendent of Roads, and the repairs are carried out by his department. A large amount has recently been sanctioned* by Government for its repair from Tada on the south, to Alloor 18 miles north of Nellore, and the sums noted in the margin† have been disbursed from this Treasury, out of the amount sanctioned, and placed at the disposal of the Assistant Superintendent of Roads at Captain C. C. Johnston's request. It is understood that extensive repairs have already taken place.

2d.—The Hyderabad Road, branching off from Ongole, on the Northern Trunk Road, in a North West direction, and extending for a distance of 29 miles to the Guntoor boundary. Nothing has been laid out on this road of late years, though a line of much importance.

3d.—The Road from Nellore to Cuddapah. The works sanctioned and executed on this line are shewn in the accompanying Tabular Statement of road improvement, required by the orders of Government dated 11th January, 1853. From this Statement it will be perceived that all the works have been completed with one exception, the bridge over the Beeraparoo River near the

* Extract Minutes Consultation 21st April, 1853.

	Rs. A. P.
Total amount sanctioned.....	21,332-5-5
Deduct amount sanctioned for repairs between Madras & Cochinmadepally, }	6,310-8-8

Remainder.....	88,021-12-9
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† In June 1853	13,000-0-0
„ August „	8,000-0-0
„ Sept. „	4,000-0-0
	<u>25,000-0-0</u>

town of Sangam, which was stopped for the season, under directions from the 1st Assistant Civil Engineer in charge of the division, in June last. A supplemental estimate of Rupees 1,113-11-0 for this work was sanctioned on the 26th September, 1853, in addition to the Original estimate of Rs. 4,613-12-0. It will be recommenced after the close of the monsoon. The speedy execution of the road towards the Doornalla pass has been urged in Minutes of Consultation under date 26th September last, and it is understood that the appointment of an Officer to superintend this work is in contemplation; if so, it would be very desirable that he should be directed without delay to complete the Nellore and Cuddapah road from Sangam to this pass, the whole line of which requires laying out, estimating, and making, with the exception of clearing the Jungle shown in the accompanying statement. As regards new lines, or rather the improvement of existing ones, I would beg to suggest the formation of a good road from Ongole to Cumbum, a distance of 70 miles, as opening up a communication between the chief town in the North of this district and the interior, in connection with the Nundacunnama pass about to be undertaken on the road to Kurnool. It may be worthy of consideration whether a 3d road from Nellore to Chittoor through Naidoopest and Calastry should be undertaken, as however, Naidoopest is connected with Nellore by the Northern Trunk Road, and the boundary of the district of North Arcot is but a very few miles from it, this road, if decided on, would be almost entirely in the latter Collectorate.

I have the honor to be,

Sir,

Your most obedient Servant,

F. B. ELTON, *Collector.*

No. 58.

Nellore District, Collector's Office,
Kistnapatam, 31st March, 1854.

FROM F. B. ELTON, Esquire,
Collector of Nellore,

TO CAPTAIN J. H. BELL,
*Secretary to the Board of Revenue,
Department of Public Works, Fort St. George.*

SIR,

Board 10th October, 1853.
Government 11th Feb. 1854.

1. With reference to the orders noted in the margin, I have the honor to forward a report on the roads of this district for the past year.

2. My last report having been despatched so recently as 18th October last, under the impression that it was to be sent on the same day as the extra revenue report, and the new lines of road recently sanctioned belonging to the present, not the past year, I have but little to state at the present time, though with reference to these lines and the increased discretionary grant, there will be abundant material for a future report.

3. The Beersapaicoo bridge was, as already intimated to the Board by the late 1st Assistant Civil Engineer, discontinued in June last, and the work was only recommenced in January 1854. A Tabular statement showing the extent of work performed, including some outlay for removing the embankment, &c. in the interval, is herewith forwarded.

4. A detailed statement of the mode in which the Discretionary grant for the past year was laid out to the extent of Rupees 439-4-5 has been already forwarded under date 16th ultimo. By the aid of convict labor considerable local improvement was effected at a small outlay in connecting the important suburb of Nabobpetta with the Town of Nellore, and in restoring small bridges, &c. injured by the floods of 1853. A piece of road was also repaired out of this Fund by the Acting Sub-Collector in the neighbourhood of Ramapatam.

5. The Northern Trunk Road, in which extensive improvements have been going on, being under the Superintendent of Roads, I conclude that it falls more particularly within the province of that Officer to report on the same.

I have the honor to be,

Sir,

Your most obedient Servant,

F. B. ELTON,
Collector.

No. 21.

Cuddapah District, Collector's Office,
on Circuit at Camalapur,
1st March, 1854.

FROM M. MURRAY, Esq.,
Collector of Cuddapah,

TO CAPTAIN J. H. BELL,
*Secretary to the Board of Revenue,
Department of Public Works, Fort St. George.*

SIR,

Para 1. I have the honor to forward the report required annually on the state of the roads in this district, up to the 31st of December, 1853.

2. It is with regret I have to inform the Board of Revenue D. P. W., that little progress has been effected in the construction of roads throughout the district during the past year. Considerable sums have been sanctioned for the opening out and making roads through the Ghâts Dornala and Nandicaunmah, the former of which will be of considerable benefit, as an outlet to the productions of this district to the sea coast, and the latter will be of great utility to the neighbouring districts of Kurnool and Bellary, also the territories of Mysore and Cuddapah. The delay in the commencement of the construction of these thoroughfares may be attributed to the want of a scientific Engineer to plan and lay out the roads, and effective executive officers to carry out the construction of the works.

3. The opening out of the former has since been commenced in the present year and a road has been traced in the latter in last December, and is now being vigorously constructed under the superintendence of the Second Assistant Civil Engineer.

4. The road between Cuddapah and Bauloopully has continued to be in the same state as it was at the time of the last report, nothing having been done to fill up the ruts, remove the stones, or in any way to facilitate the traffic along it. A sum of Rupees 9,000, was placed at the disposal of the Civil Engineer for the repair of the worst portions of it, but as the service of no Engineer was available, the necessary repairs have not been effected. This sum however is much too small to place the road in thorough repair, and I trust after it has been expended to the best advantage, the Board, upon application being made for an additional allowance, will consider it advisable to obtain the sanction of Government for the same. This road has been frequently reported upon; it is therefore unnecessary at the present time to enter into any particulars regarding it. I shall only add that as it is the direct line of communication between the Presidencies of Madras and Bombay via Cuddapah and Bellary, it is of the greatest consequence that it be made and kept in repair; whilst it remains in the present state, it is hopeless to anticipate any acceleration in the transit of the Government Mails, as neither horses nor wheeled conveyances can be made use of in the transmission of the Dk from the one Presidency to the other.

5. A large sum has been lately sanctioned for the construction of two Bridges over the Boogga and Rolla rivers. Sums have been advanced for the procuring of bricks and chunam; and arrangements made, by which these works might be and were commenced in January of the present year.

6. The road leading between Cuddapah and Chennoor, is now in a fair way of being effectually completed, and it is hoped will be so within 15 days from the present date.

7. The road between Cuddapah and Gosvuleherry is now in progress, under the superintendence of an overseer appointed for its construction by the Superintendent of Roads. No accounts or progress reports are received at this office, the work being entirely under the supervision of the Road Department.

8. The road between Cuddapah and Cambra, for the construction of which a sum was sanctioned on the 5th of January, 1852, has been reported by the Assistant Revenue Surveyor to have been completed, but the late Acting Civil Engineer procured the sanction of the Board for the reconstruction of certain drains out of the balance of the estimate remaining on hand which is now under progress.

9. There is a portion of road from Rayachoty to Palmanair the frontiers of this district, via Goorramcondah, Muddenpully and Ponganoor, along which during the present season a very considerable quantity of sugar, the produce of this district, has been exported, more particularly to the sea coast. As far as practicable, the discretionary allowance placed at the disposal of the Collector, has been expended in placing the worst portions of it in repair, in order to facilitate the transit of produce grown in the three southern talooks, Goorramcondah, Muddenpully and Ponganoor. I propose at a future time having an estimate made to ascertain what sum would be required for putting this road in thorough repair, but I delayed doing so at present as large sums have already been sanctioned for other important roads throughout the district during the present year. A considerable portion of the enhanced allowance placed at the discretion of the Collector has already been advanced for the repair of the road between the frontiers of Muddenpully and Palmanair through Ponganoor, and the greater portion of what remains will be expended in placing this road in as serviceable a state as possible.

10. I beg to forward, as required in para 28 of the extract from the Minutes of Consultation under date the 11th January, 1853, a statement showing the extent of works completed, and of those that are in progress in this district, in the year under report.

I have the honor to be,

Sir,

Your most obedient Servant,

Cuddapah District, Collector's Office,
on Circuit, at Carnalapeor,
1st March, 1854.

M. MURRAY,
Collector.

No. 11.

Bellary, Collector's Office,
on Circuit at Adony,
14th March, 1854.

FROM C. PELLY, Esq.

Collector of Bellary,

TO CAPTAIN J. H. BELL,

Secretary to the Board of Revenue,

Department of Public Works, Fort St. George.

SIR,

I have the honor to enclose the accompanying statement of Road work for 1853.

Estimate Rupees 26,344-15. The Road from Bellary towards Bangalore has proceeded satisfactorily.

Do. Do. 47,033-11. From Bellary to Humpasagur the road has progressed but slowly for the same cause as before reported viz., the urgent demand for labour on the Darjee Tank. The want also of the Officer appointed specially to superintend the road and who did not arrive, and take charge till the close of the year, was a considerable hindrance to the work which had virtually been taken out of my hands. But I continued to carry it on as well as circumstances permitted, and the amount expended in the year, was 5,897 Rupees. The work done was chiefly earth work—but materials for masonry work were also collected.

There is a great deal to do on this road and as there is now an Officer on it, I trust it will proceed in a satisfactory manner, though hitherto since Mr. Hankin took charge, not so much has been done as could be desired. But I understand he has had many difficulties to contend with, which I trust will soon be overcome.

Estimate Rupees 847-3. The pass from Ramandroog was completed in 1852 with the exception of a few Rupees, and the Civil Engineer has it appears sent in and obtained* sanction for further repairs which will be executed entirely under his orders.

* Estimate for 628 sanctioned in January 1854.

Estimate Rupees 5,800. The greater portion of the estimate for the Bellary and Dumpetilla road was not sanctioned until the end of the year. It is in progress. It would be very desirable that this road should be thoroughly made by the Superintendent of Roads under whose charge it is.

Estimate 11,375-15. The Bellary and Karnool road sanctioned at the end of the year, is in progress, as one of the roads selected for giving employment to the poor in the present season of distress. It is, I may here say, progressing in a very satisfactory manner, and though of course it will cost considerably more than the estimate, it will be found to be a well made road, metalled throughout.

Estimate Rupees 12,725-4. The Road from Coodatany to Darjee has only been lately sanctioned. Its construction is entrusted to Ensign Hankin, who has charge of the Bellary and Humpasagur Line.

The Board have been so fully apprized of the number of roads on which it is proposed to employ the suffering poor, that any further report on roads seems unnecessary.

I have the honor to be,

Sir,

Your most obedient Servant,

C. PELLY,

Collector.

No. 36.

Collector's Quarters, Mangalore,

30th September, 1853.

FROM F. N. MALTBY, Esq.

Collector of Canara.

TO CAPTAIN J. H. BELL,

Secretary to the Board of Revenue, D. P. W., Madras.

SIR,

1. I have the honor to submit my annual report on the roads of this district, and it is with much gratification that while receiving the sanction of Government for several important additions to the works, I am enabled to shew that those recently sanctioned have been carried on with activity, and that the results of those previously executed, have continued to be most satisfactory.

2. THE SUMTAJEE ROAD AND GHAT have been kept in thoroughly good working order by Mr. Overseer Graham, at an outlay of Rupees 2,182½. Many portions have been much improved by constructing the road on a better principle and improving the drainage. The smallness of the sum, and the extent of Mr. Graham's charge, prevent this thorough repair being so complete as it ought to be, but each year a portion of the road is thus improved and the whole kept in order.

3. THE BRANCH ROAD FROM JAULSOOR TO CASHERODE was in excellent order. I visited this road for the first time this season, and found that the traffic along it is increasing in a very satisfactory way. The persons who chiefly use it are the small farmers of Umar and Sodda and of Coorg Proper, who bring their own produce on their own bullocks. The opening of this line has broken up the kind of monopoly held by the merchants of Puni-Mangalore and greatly benefited these small producers.

4. The Salt sales at Casherode have increased most steadily.

Rasly 1259.....none.

	Rs.	A.	P.
" 1260.....	844	8	0
" 1261.....	4,212	0	0
" 1262.....	3,977	12	9

5. I was much petitioned by the people for the small amount of bridge work necessary to render this road practicable by carts, and greatly regret that I should have been unable to bring forward the necessary plans, but Lieutenant Walker was engaged in the north of the district. Lieutenant Roberts, while employed on the Munjerabad Ghaut, kindly promised his aid, but was removed to other duties before he could execute them.

6. The estimated work has now been completed and the accounts will be closed immediately. The sum spent on the road has been Rupees 9,718, or Rupees 325 per mile. The sum received by the sale of Salt for transport above the ghats where none was sold before, has been, since the road was opened, upwards of 10,000 Rupees already.

7. THE MUNJERABAD GHAT WORKS were resumed by Lieutenant Roberts early in December, and carried on with great diligence. But his services have been required elsewhere and once more the works, so far as they have gone, are under the care of the Tahsildar of Pootoor. It cannot be expected that a line in so imperfect a state should shew a satisfactory

increase of traffic and the number of bullocks using it is very small. Lieutenant Roberts favored me with a return kept by him for one month as follows:

	Bandy Leads	Poney.	Cooly.	Bullocks.
Imports.....	65	1	1,118	5,305
Exports.....	56	30	836	4,494
Total.....	121	31	1,954	10,299

8. But although not exhibiting the rapid development observed on some other lines, there is still a steady increase in the salt trade from this district, as will be seen below, and there is no doubt that when the road has been carried to the head of navigation of the Naitravati river by the completion of the roads which the Government have now sanctioned and by bridging the Comardari river, the result will be highly satisfactory.

9. I trust that I shall soon receive intimation that an Officer has been appointed to this work.

10. THE BRANCH ROAD FROM POOTOR TO OOPENUNGADAY has been thoroughly repaired and much used.

11. TRACE FROM OOPENUNGADAY TO MAUNY.—At an expense of little more than 400 Rupees, I opened out a trace from Mauny to Oopenungaday, and it was immediately used by almost all foot passengers, and by many droves of bullocks. This is now to be made the main continuation of the Munjerabad Ghaut.

12. Early in January the Salt Kotays lately sanctioned were opened at Puni-Mangalore. The sales of salt have been thus distributed between the Kotays on the two sides of the river.

	Bantwal			Puni-Mangalore	
	From 12th July 1852, to 7th Jan. 1853.	From 8th Jan. to 11th July 1853.	Total	From 8th Jan. to 11th July 1853.	
	Garce M.	Garce M.	Garce M.	Garce M.	
Export.....	401 128	258 86	659 213	331 287	
Home Consumption ..	86 205	139 350	226 155	36 84	
	Total...		885 368	367 371	

13. From these Kotays the sales for the different Ghauts are in the following proportions:

	Garco	M.	P.
1 Sumpajee.....	236	18	0
2 Munjerabad	59	339	0
3 Bisley	20	84	0
4 Cissul.....	11	1	0
5 Wombatmoory	0	366	0
6 Kadadakul.....	0	72	0
7 Kabinaleh	3	14	0
8 Helaneer	0	150	0
9 Todikan.....	0	43	0
	<u>331</u>	<u>287</u>	<u>0</u>

14. The quantity sent to the Munjerabad Ghaut shows that when the direct line is fairly opened out, the traders will readily adopt it.

15. The following Table shows the trade of the several Ghauts with both Kotays compared with that of the previous season.

Ghaut	1261.		1262					
	Buntwal.	Garco.	Buntwal.	Garco.	Pani-Mangalore.	Garco.	Total.	
Sumpajee.....	294	80	294	278	236	18	460	250
Munjerabad	360	11	267	256	39	339	327	195
Bisley	26	184	8	115	20	84	23	199
Cissul.....	23	355	11	343	11	1	22	244
Wombatmoory	65	352	60	82	366	61	48	
Kadadakul.....	91	350	76	83	72	75	156	
Kabinaleh	3	316	2	389	3	14	6	3
Helaneer	6	263	9	367	110	9	37	
Sumpajee.....	358							
Somewar.....	30							
Todikan								
Total Garco.....	953	318	659	213	287	331	100	Rs.
Total value.....	Rs. 1,18,650							Inc. 2,005

	Value of Salt.	
	1261.	1262.
	Rupees.	Rupees.
Buntwal and Pani-Mangalore.....	1,18,650	1,18,650
Cassergode.....	4,212	5,977
Total.....	1,22,862	1,24,627
Increase in 1262.....		3,865

16. It exhibits when added to the exports from Cassergode a very favorable increase, and it is to be observed that the new kotays were only opened late in the season, and the new trace made quite at the end of it. About 26,500 bullocks or a proportional number of carts have been saved the expensive or destructive labour of crossing our broadest river. But it is at the opening of the season when the river is in flood that this is most valuable, and already up to this date the sales have been, 1,354 Rupees against 359 Rupees last season, from the trade beginning at an earlier date.

17. A NEW ROAD FROM BUNTWAL, BY BELLATANGADAY TO THE KADAKUL GHAT was commenced by me this season and carried twelve miles to Poonjal Cuttali. This has been executed as a Talook road, but it is in fact one of the largest lines of commerce in the district, leading directly to the heart of the coffee country and opening out many villages below the ghauts. The country over which these 12 miles have been carried is perhaps the most difficult yet opened out in lower Canara. What remains to the very foot of the Ghauts is easy. This line was traced by a native Juan Machado, who acquired a knowledge of the use of the levelling instrument, and an excellent eye for a road, while working under Lieutenant Walker, and was recommended to me by Mr. Walker, when I was in search of a Road Superintendent. His trace is so good that even if the road hereafter should be converted, as it ought to be, into a first class road by an Engineer Officer, I am satisfied that the corrections of the line will be very trifling. It was worked out under a Daddhar, who had been with Officers employed on the Ghauts. In the Talook he received 7 Rupees per month, on the road he receives 15. The Superintendent who traced the road receives 50 a month, and was employed on the trace from Buntwal to Bellatangaday for about eight months.

18. The cost of the road has been Rupees 2,772-1-7, or Rupees 231 per mile, including the repairs through this monsoon. The rest of the road is so much easier that the cost will be reduced on the whole line to about 200 Rupees. I was frequently on the road, and during the coffee season upwards of 1,000 bullocks a day passed to Buntwal.

19. I have only to point to the small quantity of salt sent up the Kadakul Ghaut in exchange for this valuable traffic, compared with what goes

- 1 To Sept. 1st February 1853.
 2 From do. 25th April "
 3 To do. 28th April "
 4 From do. 15th May "

up the Munjerabad and Sumpagee lines, to prove how necessary it is to make the Ghaut such as laden bullocks can go up as well as come down; and I beg to annex some correspondence between the Superintendent of Nuggur and myself on this important subject.

20. I will here insert a sketch of the position of Buntwal with reference to the roads above described, which will show that when a more organized system is attempted, it will necessarily be the station of an overseer or whatever Officer is appointed to maintain the roads of this part of the district.

Exports.	1261.		1262.	
	Quantity	Value	Quantity	Value
Rice.....M.	6,35,336	9,33,434	5,36,078	8,45,180
Betchint...Cs.	4,408	96,847	4,470	91,809
Cardamoms ..	21	8,913	211	8,988
Coffee....."	3,075	1,56,080	4,262	2,30,723
Sandalwood ..	183	9,342	246	15,441
Pepper.....	321	13,013	287	11,788
Sandries		1,54,953		3,35,241
Total.....	14,32,622		14,81,755	
Net Increase.....				
Imports.....				
Horses.....No.	550	2,12,500	1,308	5,91,000
Dates.....Cs.	627	6,513	910	9,199
House goods.....		2,56,700		1,54,100
Sandries.....		2,34,052		2,65,832
		6,39,777		10,63,031
Net Increase.....				
		3,73,254		4,04,387

22. It will be observed that there has been an increase in the exports of Coffee by more than 1,000 caddies paying either here or at Bombay a duty of 3 per cent. to Government. The whole quantity exported was 4,262 caddies, the duty on which is Rupees 6,393.* This is a trade well worthy of encouragement, and besides paying for our roads, it is to use the words of the Superintendent of Nuggur "the making of his division," and his division buys its Salt from us.

23. THE AGOMBT GHAUT AND ROADS have all been kept in very good repair, but they remain unbridged.

24. Mr. Mackenzie, the Superintendent of the neighbouring Mysore roads, has just opened out a very important feeder from Coondabog. The

21. I here give a summary of the trade of Mangalore for the season. The increased imports arise from the large number of horses landed. There are by no means to be struck off, for it is an article of commerce in which the difference between the old Baily Ghaut, with unbridged mule-lanes, and the present roads, is a very great saving to the merchants and therefore to the largest purchasers, the Government.

road to Shemogah is admirable and completely bridged. Below the Ghaut we have not one bridged line. But in spite of this drawback, the trade is greatly increasing. This is especially exhibited in the increased exports from Coondapoor. The sales of Salt at Hallady and Bajjeh go on improving.

Ghaut Exports.				
1261		1262		
	Garce.	M.	Garce.	M.
Hallady	187	390	185	97
Bajjeh	79	240	92	13
	267	240	277	110
Rs. 32,106		33,273		
Increase		Rs. 1,167		

25. THE COLOOR GHAUT AND ROAD are yearly improved by the careful outlay of the 500 Rupees allowed for repairs. The increased exports from Coondapoor are indicative of an increasing traffic by this line and the sales of Salt at Wandsay continue to increase.

Inland export 1261...	Quantity.		Value.
	Garce.	M.	Rupees.
1262...	87	242	10,512
	109	269	13,160
Increase...	22	27	2,648

Ghaut	Sums benefited.			Expended.			26. THE BAINDOOR AND BUTKUL ROAD have been executed in a way, which is reported to me as highly creditable to the Road Superintendent Juan Machado.
	Rs.	A.	P.	Rs.	A.	P.	
Baindoor and Butkul.....	688	12	9	688	12	9	
	1,700	0	0	815	7	3	
	2,588	12	9	1,505	4	0	
Unexpended portion for the Butkul road.....				883	8	9	

27. THE CAIRSAPPA TRACE AND ROAD.—I have this year to add this valuable line to the list of the roads available to the traffic of the country. Early in the season, Lieutenant Walker commenced his trace having at his command the sum of 1,000 Rupees allotted by Government to this purpose. The work was carried on with such energy and success that Lieutenant Walker applied for a further sum of 4,000 Rupees to enable him to widen his trace and make the whole line available for the bullock traffic. This was

immediately sanctioned. At the same time the Mysore Government placed a sum at Lieutenant Walker's disposal for continuing the line to Talgoopah.

28. Each division of the road as it was opened was immediately used, and before the end of the season the whole line from the navigation at Gairsappah to the town of Talgoopa was opened, and from Talgoopa there is already a made road to Sheenoga and Bangalore.

29. It was necessarily only late in the season that the road was available, but its effects were immediate. The sales of salt at Gairsappah which had previously declined, rose beyond those of the previous season. I enter here the sales at the cotay, and a statement of the export trade from Honore.

		Sales of Salt		Exports by sea.	
		Quantity.		Fusly.	Value.
		Garee.	M.	Rupces.	Rupces.
1261	Home sales.....	94	17	1261.....	1,07,373
	Inland exports.....	120	98	1262.....	1,17,911
		214	115	25,714	Increase.. 9,663
1262	Home sales.....	106	66	The increase in Rice, the chief article brought by this ghaut was Rupces 14,842.	
	Inland exports.....	136	24		
		242	90	29,067	
	Increase...	27	375	3,353	

30. Instructions were given by Mr. Walker to Mr. Beahan, to prepare a plan and estimate for completing the work as a cart road. This has been done, and they will, I believe, shortly be brought forward by the Civil Engineer. This line has the great advantage of crossing no rivers of any size, and the works required are therefore easy of execution.

31. THE DAIVAMUNNAT LINE has been crowded throughout the season; and to avoid extending this report to too great a length I shall only add that the original plan was brought to completion and the road kept in excellent order by Lieutenant Babington as far as Sirey — that the whole line has now been placed under that Officer with authority to

* 28th July 1883.

expend the sum sanctioned* for repairs and with instructions to prepare an estimate of the further sum necessary for the renewal of the road where this is requisite. The toll authorized by Government on small wheeled carts will be collected from the 1st November.

32. THE MEERJAN JUNCTION ROAD is in excellent order.

33. THE ARSTIE LINE has been greatly improved by the outlay of a portion of the 75 Rupees per mile sanctioned for this purpose.

34. THE ANKOLA JUNCTION ROAD has been opened and the bridge work is in progress.

35. Above the Ghauts the lines from Hullial to Mavineop, and from Yallappoor to Hirwatee, have been opened by Lieutenant Thornton.

36. The Eckambee and Samasree line has been completed, and the cross roads branching from Sirey have been greatly improved by Mr. Hall.

Goods.		Exports.	
		1831-52.	1832-53.
Betel nuts.....	Candies	1,774	1,329
Pepper.....	"	3,385	1,790
Cardamums.....	"	271	127
Rice.....	Mookras	1,01,099	1,36,180
Cotton.....	Ind. Mds.	2,01,920	4,98,182
Sandalwood.....	Candies	436	44
Coffee.....	"	25	18
Sugar.....	"	2,356	1,291
Mustard.....	"	4,393	3,917
Grains.....	Ind. Mds.	6,631	12,251
Iron.....	Candies	464	555
Sandalwood oil.....	Maunder	5	6 M.
Turneric.....	Candies	300	673
Piece Goods.....	Pieces	9,360	14,680
Chilly.....	Candies	29	26
Henry.....	"	15	19
Ghee.....	"	3	4
Salt pure.....	"	196	216
Betel leaves.....	Number	35,28,700	83,02,500
Indigo.....	Ind. Mds.	342	213
Horns.....	Number	13,529	14,025
Wax bees.....	Candies	68	52
Coff.....	"	133	136

* Average in Candies. ever known,* of 5,000 maunds in various grains 1812 to 1816..... 1,630 — of 5,000 pieces of piece goods. The export of 1833 to 1837..... 9,721 Betel leaves has more than doubled 35,28,701 to Largest previous export. 1850-51..... 42,735 83,02,500, thus adding to the profits of the small gardens of the district. 1852-53..... 71,168

38. The ferry farms of the Honore talook have risen from 2,897 to 3,561 Rupees.

1251..... 35,067 Rupees

1252..... 72,115

Increase..... 17,048

Sayer on

Goa Salt

1261..... 63,206 Rupees

1262..... 48,113

Increase..... 14,997

39. The Salt sales of Katigal

have risen 17,048 Rupees, and this

notwithstanding an increase of 14,907

in the Sayer collected on the Goa

frontier.

40. I now beg to state what use has been made of the money placed at my disposal by the Government for the cross roads of the district.

* Marked A.

41. I append a list* of small trifling repairs which have been executed from this fund. The sanction of Government reached me in November 1852, and I have considered it as applicable to the years 1852-53 and 54, but have debited against the fund of 1852, the work executed under the 650 Rupees sanction.

42. It will be seen that a considerable portion has been expended on small but most necessary repairs, which, I think, I may safely say never could have been executed if it had been necessary to bring each separately before the Government.

43. In addition to these petty improvements the following results have been obtained.

I. In the southern division a trace was made from Mauny to Oopenangaday at a cost of Rupees 404, annas 10, pice 4. As soon as this was opened, it was used as a village road and also by the foot passengers and bullock drivers of the Munjerabad Ghaut, and it decided the question that this was the best line for the continuation of the ghaut, and a saving of about 30,000 Rupees is effected by avoiding the numerous streams which intersect the northern line. The length of this trace is 8 miles.

II. I have already described the road carried as far as Poonjal Cutiab towards Bellatangaday. This is 12 miles of almost 1st class road.

III. From Mangalore a road was opened to Shedaya on the northern river a distance of 5 miles. The object was to afford access to Mangalore to the inhabitants and produce of a valley thickly peopled by industrious native christians, and to allow of the use of carts in bringing in the garden produce and taking out manure. The line was traced by Mr. Chase, and the road has been exceedingly well made. It has more than answered its end, for it is the road preferred by travellers to Moodky as avoiding the sand and bachel-waters of the coast road. Even without a continuation beyond the river, the ferry this first year pays more than 2 per cent. on the outlay, and the value of land is so much increased that there is brisk competition for the waste plots along the roadside.

IV. From Halladay to Wundsay, a distance of 18 miles, the road has been made practicable for carts by small improvements made on traces executed by the road Superintendent.

V. A Cart road has been made from Honore to the Daivamannay Ghaut through Chendawer on the Neckecond line, thus avoiding the impracticable

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and between Honore and Coompta. So useful is this line that although it is not quite completed, the rise in the rent of the Katigal ferry is equal to 60 per cent. on the whole cost. This line was traced by Mr. Hudleston, and carried on by Mr. Silver.

VI. In the Balaghat much has been done by Mr. Hall and much willing aid given by the people. Mr. Hall has put the works in a tabular form which I beg to enter here.

Work.	Amount of estimate to fall upon Government.			Amount contributed by Ryots.			Total.			Expended up to close of Fudy 1862.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Improving the road from Stry to Bunawassy.....	545	5	7	18	12	0	564	1	7	541	13	2
Opening 6 m. 3 f. cart road from Aroor to Honore.....	285	2	3	224	0	6	509	2	9	364	5	7
Do. from Sampakunt to Ravenculla.....	70	11	0				70	11	0	70	10	0
Connecting new bazar at Hallal with high road to Darwar.....	28	0	0				28	0	0	27	15	8
Repairs to road from Sida-poor to Bighy.....	9	4	6				9	4	6	9	4	6
Connecting Moondagedebazur with high road.....	52	6	8	71	0	0	123	6	8	123	6	8
Total.....	990	14	0	313	12	6	1,304	10	6	1,187	7	7

44. It will thus be seen that while Lieutenant Walker, the only Engineer Officer* in the District, was employed in making the admirable Gairsippa trace, occasionally visiting and directing the larger works carried on by Lieutenants Babington and Thornton, the sum placed at my disposal by Government has allowed of minor improvements being made in each division of the district. Each Officer has the satisfaction of aiding the industry of the people and encouraging their enterprise, and what is most valuable, of evincing his interest in their welfare. This feeling extends to the Native servants. Thus Mr. Silver writes—"The repairs of the Soopal portion of the Arbyle road were progressing fast at the time I rode over it, and it was with pleasure I saw the interest that Roodrappah the Tahsildar of Soopal took in improving the roads of his talook," and this is by no means a solitary instance.

45. It is quite remarkable how quickly shops are built along the roads, and near the towns it is very gratifying to see that the new shops are on a superior scale to the old.

46. To sum up the results of the season.

The Salt revenue has risen as follows :

Fusly.	Home sales.			Inland export.			Duty on Gon imports.			Total.		
	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
1261	1,99,667	11	6	2,42,507	10	5	33,206	14	9	4,76,332	4	8
1262	1,92,123	0	2	2,67,513	14	6	48,113	12	4	5,07,755	11	0
							Increase.			31,873	6	4

The ferry farms have increased at the following rate for 5 years :

	RS.	A.	P.
1259	6,684	4	0
1260	7,868	4	0
1261	9,432	4	0
1262	9,369	0	0
1263	10,489	6	0

The total exports in comparison with the previous season have been as follows :

	Value.
1261	Rs. 54,27,708
1262	„ 76,38,746

The tonnage employed in the trade has been

Fusly.	Arrivals.	Departures.	Total.
	Rupees.	Rupees.	Rupees.
1261	79,487	1,00,278	1,79,765
1262	96,922	1,15,451	2,12,373
Increase ..	17,435	15,173	32,603

47. I trust that while recording results so beneficial, I may be allowed to urge strongly upon the Government the necessity of providing that this district shall not be left without the aid of the Engineer department when there are so many works requiring their science and skill which will as amply reimburse the outlay upon them as those already executed have done.

48. I further trust that the sum available for the Talook roads may be increased from 6,000 to 10,000 Rupees. Both Mr. Hall and Mr. Silver have in extracts* of their reports which I annex, No. 5 Mr. Hall, para 13. No. 6 Mr. Silver, para 2. pointed out roads which can be opened out at once, if I am able to place increased means at their disposal, and there are several equally important lines in the south of the district. The sum which I propose is still within the amount of the Ferry funds. The amount now available does not allow of my allotting more than 1,000 Rupees to each of the sub-divisions, while a much larger sum might most beneficially be employed under the direction of each of the sub-Collectors.

49. I beg to transmit a tabular* statement, required by the Minutes of Consultation dated 11th January, 1853, shewing the works completed and in progress up to the end of the fusly under report, as well as such as have not been commenced up to that time—and those proposed by the Collector and under consideration of the Board.

50. With my letter of the 27th May 1853, a similar statement was furnished containing the transactions of the Calendar year 1852. The present account is prepared to shew the progress since made to the end of the fusly year. By this arrangement the statement to be sent with my report for the next fusly, will have to exhibit the full transactions of the fusly year to which the report will be applicable.

I have the honor to be,
Sir,

Your most obedient Servant,

F. N. MALTBY,

Collector.

Collector's Outcherry, on Circuit, Bellatangady,

1st February, 1853.

FROM F. N. MALTBY, Esq.,

Collector of Canara.

TO MAJOR W. O. ONSLOW,

Superintendent of Nuggur.

SIR,

Being encamped on the road from Buntwal to the Wastara talook, the present time appears to me to be favorable for addressing you on a subject

which I am aware has long ago occupied your attention, and which has engaged mine for two years past. I mean the affording assistance to the very valuable trade which follows this line from the coffee growing district of your division to the town of Buntwal.

2. You are so fully aware of the extent of this trade and of its rapid increase, that I need only say that it is the most important line yet unimproved and of greater importance than some of those which have for various reasons attracted earlier attention. The present being the season of the coffee harvest, as well as the trading season generally, droves of bullocks are passing at the rate sometimes of more than a thousand a day loaded with coffee, rice, and coarse sugar.

3. I have made enquiries from the bullock drivers, and from what I learn from them and from the fact of their coming by this line notwithstanding the extreme difficulty of the Kadadakul Ghaut, it is evident, that the coffee growing district is quite distinct from the tract to which the Munjerabad Ghaut is available.

4. This line is preferred by the bullock men to almost any other. Besides being the direct line from the coffee country, it has great advantages in the abundance of water and fodder. After the descent of the Ghaut to the fine valley of Bungady the road is most favorable till within the few last miles to Buntwal where alone the country is rugged, and difficult. During the rest of the way the road is naturally good and admits of being made excellent for a very small outlay.

5. A sum of money placed at my disposal for the improvement of the roads of this district has enabled me at once to take this line in hand. Independently of the trade from above the Ghauts it was desirable to improve the communication between the Peishcar's and Tahsildar's division of this fertile Talook. The road is already made for about 5 miles on this side of Buntwal, and as the principal difficulties are now overcome, it will advance with greater speed, and I hope soon to have a road practicable even to carts as far as Bellatangady and eventually to Bungaddy.

6. As far as the trade of this district is concerned the road when carried thus far will be complete, but at Bellatangady the lines of these important Ghauts converge. The Yellancer, the Kadadakul, and the Ombatamoory Ghauts, each contribute largely to the trade. The Ombatamoory Ghaut is the only one of which the trade has in any degree been diminished by the opening of the Munjerabad line. The trade of the Kadadakul Ghaut is immense, although it is perhaps the most difficult pass on the whole line of Ghauts.

The Yellancer Ghaut is the very best natural line I have yet seen, but it only leads to the wild country near Kalsea and its trade is not at present very large.

7. A line as near as possible to that of Kadadakul, leading direct to Chack Mangalore, is at present the great desideratum for the trade between the two provinces.

8. Such a line I am confident can be found up the ravine to the right of Bellaraydroog leading from Chil Biddru to Armanu Taloor. Viewed both from below and from the Goderu Mookh, the gorge has all the appearance of affording the required slope by rounding the high mountain upon which Bellaraydroog stands.

9. Another plan is worthy of consideration, viz.: that of leading the road from Mallangady to the slope of the Yellancer Ghaut. I have ridden along this tract, and the plan is practicable.

10. Experience has shown in the instance of the Arbole Ghaut, and of that of Guersippa now in progress, that for a very small sum a line may be opened practicable for bullocks and capable of being afterwards converted into a cart road, and I beg strongly to recommend that every endeavour should be made to obtain a trace made by a scientific Officer to be afterwards worked out in our respective divisions.

11. If you are able to procure the services of an Officer competent to make the trace, it will only remain to adjust the proportion of the expense to be borne by each Government and to apply for sanction for the required sum.

12. I beg to add a statement of the traffic during the past week. I confine it to that period, because it has been kept with care while I have been on the spot. It is not of course a criterion of the trade throughout the year, but it is a full proof that the Munjerabad or Aronby lines do not afford aid to this trade. The fodder on the Munjerabad line is very scanty, and although that fine work will be the great line of cart traffic with Bangalore, &c. the want of fodder will always limit the traffic by pack bullocks.

13. A French ship has touched at Mangalore to load with coffee, and there is every sign of this becoming one of the principal staples of Mangalore. I beg to annex a statement of the exports of the last 5 years.

I have, &c.

(Signed) F. N. MALTBY,

Collector.

Statement shewing the quantity and value of coffee shipped from the port of Mangalore from 1847 to 1852.

Year.	Candies.	Value.	
1847-48	2,291	85,324	
1848-49	3,802	3,04,230	
1849-50	4,004	3,19,913	
1850-51	4,132	*2,18,112	* In this year the Tariff value was reduced.
1851-52	3,104	1,57,607	

(Signed) F. N. MALTBY, *Collector.*

Statement shewing the number of bullocks which have traversed to and from the Mysore Country by the Bellangady road via the Yellaneer, Kadadakul, and Ombatamoor Ghauts, from 25th to 31st January, 1853.

Date.	From Mysore.					To Mysore.		
	Laden with Coffee.	Laden with Rice.	Laden with Jagery.	Laden with sundry articles.	Total.	Laden with Salt.	Unladen.	Total.
1853.								
January 25th	88	143	44	55	330	.....	68	68
26th	471	135	.....	141	747	.....	.....	.....
27th	50	150	20	50	270	19	265	284
28th	205	290	25	95	615	60	382	442
29th	334	343	28	152	857	38	176	211
30th	344	387	85	226	1,042	97	383	480
31st	.....	258	58	90	406	29	348	377
	1,492	1,706	260	809	4,267	243	1,622	1,865

(Signed) F. N. MALTBY, *Collector.*
(True copies.)

F. N. MALTBY, *Collector.*

No. 196.

Nuggur Division, Superintendent's Office.

FROM MAJOR W. C. ONSLOW,

Superintendent of the Nuggur Division.

TO F. N. MALTBY, Esq.

Collector of Canara.

SIR,

I have the honor to send you copy of a letter of the Secretary to the Commissioner of Mysore, in reply to my letter forwarding yours to me of the

1st February last, and recommending the Ghaut you proposed to supersede the Kurndakul Ghaut, which the Commissioner does not sanction.

I have the honor to be, &c.

(Signed) W. C. ONSLOW,

Superintendent.

Shenaga, 25th April, 1853.

No. 59.

Mysore Commissioner's Office.

TO THE SUPERINTENDENT

of the Nuggur Division.

SIR,

I have the honor by the Commissioner's desire, to acknowledge the receipt of your letter, No. 36 of the 21st February last, forwarding a copy of a communication from the Collector of Canara, proposing to make a new Ghaut through the valley lying immediately below the Balalrai Droog mountain to the south, to supersede the old Kadadakul Ghaut lying immediately to the north of it.

In reply, I am directed to inform you that although the Commissioner is not inclined to dispute the many advantages which would attend the opening of a first class Ghaut at the point indicated, he does not consider that the time has arrived for laying the proposition before the Government more especially as the unfinished state of the communication between the foot of the Munzerabad Ghaut and the sea in all probability deters many in the districts alluded to from making use of the line.

The Commissioner desires me at the same time to add that he is not unwilling to lay out a moderate sum in making the present Kadadakul Ghaut practicable for bullock traffic.

I have, &c.

(Signed) F. CUNNINGHAM,

Secretary.

Bangalore, 18th April, 1853.

(True copy.)

(Signed) W. C. ONSLOW,

Superintendent.

(True copies.)

F. N. MALTBY,

Collector.

Collector's Cutcherry on Circuit, Agumabali,

28th April, 1853.

From F. N. MALTEY, Esq.

Collector of Canara.

To MAJOR W. C. ONSLOW,

Superintendent of Nugger Division, Sheemogah.

Sir,

I have the honor to acknowledge your letter of the 25th, forwarding copy of one from the Secretary to the Commissioner of Mysore, on the subject of the Kadadakul Ghaut; and I am induced by the last para of Mr. Cunningham's letter to address you again on the subject.

2. The Commissioner is willing to lay out a moderate sum in making the present Kadadakul Ghaut practicable for bullock traffic. This Ghaut is however, I fear, incapable of improvement, and money spent upon it would be thrown away. It goes over a much higher elevation than is necessary and ascends the most precipitous portion of the mountain apparently to bring the traffic of the country under the protection and control of the Fort of Bellaraydroog.

3. But if for the sum which the Commissioner contemplates spending on that Ghaut the trace of a new line can be opened out and made practicable for bullocks, I feel sure that the Commissioner will not object to this arrangement.

4. I am by no means inclined to recommend at present a large outlay in forming a first class Ghaut. I have only contemplated pursuing the plan which has been most successfully followed in other parts of the district, that of opening out a trace sufficiently to render it available for bullock traffic leaving it to be converted into a 1st class Ghaut when circumstances admit. The scarcity of artificers in this district, and the difficulty of securing good superintendence, render it necessary that these larger works should be only gradually undertaken; but in the mean while these practicable traces are conferring the greatest benefit on the trade, and so long as the trace is supplied by a scientific Officer no portion of the sum expended is lost when they are converted into finished lines.

5. Thus we have the Sampajee and Agumby Ghauts completed—and while the Munjerabad and Daivamunnay Ghauts have each occupied all the skilled labour available, the Coloor, the Arbyle, and the Guersippa Ghauts have been traced; and the two former have for several years past been in full use by bullocks and even by carts.

6. The Coloor Ghaut and road were opened at a cost of Rupees 312-14-9 per mile.

7. The Arbyle Ghaut was opened at the wonderfully small rate of 104-1-2 per mile and in use for several seasons. The Government have now sanctioned a further sum of 75 Rupees per mile, for which it will be made thoroughly available for cart traffic.

8. The Guersippa Ghaut has just been traced by Mr. Walker. Rupees 5,000 have not yet been expended, and still several miles have been in full use by the bullock traffic for half this season, and for about 2,000 Rupees more the whole line from Guersippa to the frontier will be rendered available.

9. It is on this plan that I think the new line at Kadadakul should be opened. If the line I have suggested should prove practicable, the distance from the plain to the junction with the old line, will be from 12 to 15 miles. The road in the plain from Buntwal to the foot of the Ghaut is steadily progressing, and therefore to make a practicable trace through these 12 or 15 miles connects the coffee country with Mangalore.

10. If the country is favorable 100 Rupees a mile will perhaps be the outlay required, and this is most probably not larger than the Commissioner would be willing to expend in rendering the old route practicable.

11. The Munjerabad Ghaut is still in progress but nearly completed, and estimates have gone in for forming the junction with Mangalore, and will I trust receive early sanction. But they are extensive works requiring skilled artificers and will occupy some time. Valuable as the Munjerabad line is, it will not I think affect the coffee trade. The distance would be increased by about one half or from 57 to 84 miles, between Wastara and Buntwal.

12. The exports of coffee have risen by about 1,000 candies this season. I think the total exports will probably be about 4,500 candies or 1,125 tons, being about one-twelfth of the exports of Ceylon. The cost of carriage from Wastara to Buntwal is about 5 Rupees per candy, or 22,500 Rupees for the crop.

13. I think it would be a great pity to leave this trade unaided till the Munjerabad works are finished. The one in no way interferes with the other as far as the resources of the district are concerned. One work requires bricklayers and carpenters, the other the common coolies. The coffee trade is capable of great increase and is rapidly increasing.

14. The Board of Revenue have expressed their readiness to take in consideration such plans for the improvement of this line, as I may be able to lay before them. Should it then be in the power of the Superintendent of Mahramm to send a person to examine the country, and, if it prove favorable, to make a trace; the cost of opening out the trace will be easily determined and if the portion to be executed in each district is then allotted, I have full confidence that the relative shares will not be beyond what the Commissioner and the Board of Revenue will see fit to recommend for so important an object.

(I have, &c.

(Signed) F. N. MALTBY,

Collector.

(True copy)

F. N. MALTBY,

Collector.

No. 234.

Nuggur Division, Superintendent's Office.

FROM MAJOR W. C. ONSLOW,

Superintendent of the Nuggur Division.

To F. N. MALTBY, Esq.,

Collector of Canara.

Sir,

I have the honor to send for your information, copy of a correspondence between myself and the Secretary to the Commissioner of Mysore, on the subject of the new line of Ghaut proposed by you, near Belalraidroog.

I have the honor to be, &c.

(Signed) W. C. ONSLOW,

Superintendent.

Shemogah, 18th May, 1853.

Mysore Commissioner's Office.

No. 68.

To THE SUPERINTENDENT

of the Nuggur Division.

Sir,

I have the honor by the Commissioner's desire, to acknowledge the receipt of your letter No. 88, of the 3d instant, forwarding a copy of a second

letter from the Collector of Canara on the subject of the proposed new Ghaut near Belalraidroog.

2. The Commissioner had so far misunderstood Mr. Maltby's former communication that he looked upon it as a proposition to construct a second opening from Mysore to Canara on the same scale as the one recently finished at Munzerabad, and upon this he was not prepared to enter; but as it now appears that no more was intended than to open up a narrow trace, on so easy a slope as to be practicable for loaded bullocks, he has no objection to your employing Mr. Syll, to examine the ground narrowly and to form an approximate estimate of the sum which would be required to lay open a line of this description.

I have the honor to be, &c.

(Signed) F. CUNNINGHAM,

Secretary.

Nundydroog, 11th May, 1853.

(True copy)

(Signed) W. C. ONSLOW,

Superintendent.

No. 88.

Nuggur Division, Superintendent's Office.

To THE SECRETARY TO THE COMMISSIONER,

&c.

&c.

Sir,

I have the honor to request you will submit to the Commissioner the accompanying copy of a letter from the Collector of Canara, urging the opening of the line of Ghaut he proposed in a former letter submitted with mine of the 21st February last, No. 36, in supercession of the Kudadakul Ghaut. My opinion is before the Commissioner, and the Collector's letter renders it unnecessary to say any thing more in favor of the project. There is one point, however, in which I differ from the Collector—he proposes to join the new line of road above the Ghaut to the old line leading inland; that line is extremely bad and difficult, and passes through some of the most rugged country in the division, as far as Kunchenculdroog, and a new road on that line would be all Ghaut work: I therefore propose to take a new line through Bangalore or thereabouts, and join it at Moodagherry, to the road recently made up to that place. The distance from the head of the new Ghaut to Bangalore, where the open country commences on that side, is about half the distance that Kunchenculdroog is from the head of the Ghaut, and the whole distance to Chiccangalore is very nearly the same by both routes.

2. I quite agree with Mr. Maltby, that it would be a mere waste of money to spend it on the Kudalukul Ghaut. I believe that its improvement is impracticable, and that the sum it would take to have any effect upon that Ghaut would go far towards, if it would not complete, the new bellock Ghaut he proposes.

I have the honor to be, Sir,

(Signed) W. C. ONSLOW,

Superintendent.

Shenoga, 3d May, 1854.

(True copy)

(Signed) W. C. ONSLOW,

Superintendent.

(True copies.)

F. N. MALTBY,

Collector.

Extract from the Road Report of Mr. A. Hall, Sub-Collector of Canara, dated 15th July, 1853.

13. If you are able to allow a further sum for discretionary expenditure during the ensuing season, I would propose to spend it by completing the Bunnavassy, Heroor, and Ravencuttah roads, and by improving the road from Sidapore to Bilghy, with a view of hereafter carrying on a cart road from the latter place to join the newly traced Guersippa Ghaut.

(True extract)

F. N. MALTBY,

Collector.

Extract from the Road Report of Mr. J. Silver, additional Sub-Collector of Canara, dated 12th September 1853.

I am desirous, when I have funds at my disposal, to put in repair a branch road leading from Byndoor to the Kolloor and Wundass line of road, and also to open out a line of communication from the Neelcoond and Honore road, in the direction of Heerabyle on the Honore River.

(True extract)

F. N. MALTBY,

Collector.

Statement showing the expenditure incurred under the discretionary sanction of 6,000 Rupees per annum, during the year 1852, and for part of 1853 to the end of July, in the Zillah of Canara.

Items of Expenditure.	Amount expended from January 1852, to July 1853.			Remarks.
	Rs.	A.	P.	
<i>Sundry Repairs.</i>				
Repairs of Eymaddy bridge in Mangalore talook	2	8	7	
Do. of road between Chenderguerry and Cannanore including drains	28	13	0	
Road leading to the Travellers' bungalow at Pann-Mangalore	5	0	0	
Do. from Pootoor talook cutcherry to bungalow	14	12	6	
Repairs of drain at Oodiawer	9	4	3	
Road at Maravanty	37	0	0	
Charges for mile stones on road between Semeshwer and Perdoor	18	12	0	
Marking out the Kirmunjishwer line	10	11	6	
Angarholly road in Cundapoor	87	14	4	
Repairs of the Oochilal bridge with approaches	104	2	8	
Repairs of the Sundagoondy bridge with approaches	51	1	3	
Parapet walls to the Serally bridge	35	7	9	
Drains on road near ditto	22	10	8	
Road between Honore and Sedashigar as far as Coompta ferry	82	11	0	
Repairs of Ebankerry drain	8	9	11	
Catagol road in Ankola	49	12	8	
Wooden bridge at Chendich	19	9	6	
Road near Ekegely ferry in Soopah	23	8	0	
Do. between Eboor and Ankola	20	0	6	
Do. at Moondgode bazar	32	6	8	
Repairs of Eekumby road	5	0	0	
Road between Ravencuttah and Sumpkund	70	10	0	Not Completed.
Junction of the Halfhal bazar road with the Dharwar line	27	15	8	
Road at the Siddapoor bazar	5	14	0	
Repairs of the Siddapoor and Bilghy road	9	4	6	
Do. of the Sumpkund and Nalcoond do.	25	0	0	
Do. of the Kookanny road	50	0	0	
Charges for printed forms of progress reports	18	8	0	
Purchase of levels	18	0	0	
Do. of a Perambulator	70	0	0	
Do. of chunara stones from Amundevi	91	14	8	
Total of sundry work	1,026	15	7	

Statement showing the expenditure incurred under the discretionary sanction of 6,000 Rupees, &c. (continued)

Items of Expenditure.	Amount expended from January 1852, to July 1853.			Remarks
	Rs	A	P.	
<i>Road work completed.</i>				
Road between Opinungaddy and Manny ..	404	10	4	
Do. between Eeriadka and Carkul	233	10	8	
<i>Road work not fully completed.</i>				
Road between Hullady and Wundsch	332	7	9	
Beltungaddy road	2,572	1	7	
Sheddie road including monsoon repair	1,871	13	1	
Road between Oodipy and Brahmawer	347	9	5	
Buhwassay road	570	8	8	
Eeroor road in continuation of the Nalecond line	163	13	0	
Road between Basroor and Hullady	162	12	0	
Neelashwer road and Canigode bridge	120	7	9	
Wooden bridge at Bellay	158	6	10	
Drains on Marawany road	68	11	7	
Road between Ebankereh and Chendawer ..	612	9	9	
Do. between Chendawer and Catagul				
Beltungaddy and Bungaddy road	63	7	0	
Eeregothy and Ankola road	115	2	7	
Total of road work	7,888	4	0	
Grand total	8,915	3	7	

F. N. SULLIVAN.

Collector.

Mangalore, 30th September, 1853.

No. 144.

North Arcot, Collector's Circuit.
Cutcherry, Doasy, 8th May, 1854.

From J. D. BOURDILLON, Esq.,

Collector of North Arcot.

To CAPTAIN J. H. BELL,

Secretary to the Board of Revenue in the

Department of Public Works, Fort Saint George.

SIR,

Para 1. I have the honor to submit the annual report on the roads of this district for the year 1853. Enclosed is a statement in the form prescribed by the order of Government in Extract Minutes of Consultation, January 11, 1853, received with the Proceedings of the Board of Revenue in the Public Works Department, dated March 3, 1853; exhibiting the road improvements and repairs in progress in the year under report, those sanctioned but not commenced, those recommended for sanction, and those for which sanction is deferred. I will briefly notice each of the works included in the statement.

2. The first in the list is the formation of a road from Vellore to Punnatoor, on the new Cluttoor and Arcot road, so as to connect Vellore with Cluttoor. The length of this piece of road is nine miles, the amount of the original estimate was Rupees 9,974-2, sanctioned on the 10th July, 1851; and on the 20th December, 1853, a small sum of Rupees 420-5-4 was granted in addition. The maintenance allowance for 1852 and 1853, being 900 Rupees, at 50 Rupees a mile each year, is further to be added, making a total of Rupees 11,294-7-4. The whole amount has been expended; and having been laid out under the constant and active superintendence of my Head Assistant Mr. A. W. Sullivan the Board may feel assured that the most has been made of it. But, after all, the road is not satisfactory, or such as the line requires, because the estimate was too small to provide such a road. In several cases it was found that larger bridges were necessary than had been provided for, and the extra cost of those works diminished the amount available for the road itself. Even now one large bridge has not been plastered. With regard to the surface of the road, that is excellent where it has been metalled; viz. the causeway across the Darapadiyaid Paddy Swamp, and the short piece across the paddy fields from the Western Trunk Road to the river. For a couple of miles North of the river, it is also pretty good, as the natural soil is hard; but in many other

parts it is very bad, already much cut up by the traffic, and very uneven and full of holes from the badness of the soil, so as much to increase the draught. To render it a tolerable road all these parts should be metalled; and material being close at hand almost all along the line, the expense would be moderate. The allowance for maintenance also is insufficient. The amount granted for this object was 50 Rupees a mile yearly for the first two years, which have now expired, and 25 Rupees a mile yearly afterwards. I venture to say that this is quite inadequate to keep the road in any thing like good order; and that 100 Rupees a mile should be allowed yearly after the metalling has been completed on estimate.

3. Further, I must state it as my decided opinion that this road ought to be placed under the Road Department. That Department has roads on three sides of it. It would form but an insignificant addition to the charge of the Overseer, either of Trunk Road No. 10, or of the Vellore division of No. 1; and under that department systematic arrangements would be made for its maintenance, which neither the Civil Engineer nor I have the means of securing. I am the more anxious that this road should be completed and made a really good road without loss of time, because, as soon as the Railway is open as far as Vellore, it will become far more important than it is now. The Vellore station will be upon it, two or three miles North of the Palar, and that much of it will be the means of communication between Vellore and all the surrounding country and the Railway; while the rest of the road will afford similar communication for Chittoor, Palmanair, &c. for a considerable part of the traffic, if not for all. Then at least it will be necessary to increase the cost of maintenance even beyond 100 Rupees, and probably to 300 or 400 Rupees a mile yearly.

4. I may add also that it will be very desirable, indeed almost essential, that a bridge should be built across the Palar at Vellore; and I beg strongly to recommend that the Road Department should be instructed to take measures for this without delay. In the absence of a bridge, not only will Vellore be quite cut off from the railway while the river is moderately full, being probably at least a month or five weeks in every year on an average, for carts; but even when the river is fordable, and even when quite dry, the passage cannot be made without a great waste of power. A bridge might probably cost about 60,000 or 70,000 Rupees; certainly not a large price for the benefits it would bring. On the analogy of the Cauvery and Coleroon bridges it may be computed that at least 15,000 persons would pass over it daily, besides conveyances; and taking the cost at 70,000 Rupees, the interest at 5 per cent., representing the annual cost of the structure, would be equivalent to one-sixth of a pie or one-fiftieth of a penny per head, for the advantage of

using a bridge instead of trudging through sand, wading through water, or being altogether prevented from crossing, as the case might be. And even this calculation entirely leaves out of view the enormous gain to wheel conveyances, the probable number of which using the bridge I will not attempt to estimate.

5. The next work in the statement is the improvement of the road from Madras to Cuddapah by Naggery and Carembaudy. This is an important line; not only to its two terminal points, but to the extensive tracts through which it passes, and for which it forms the only communication with the Presidency and the coast. For about 50 miles, from Canacannachattram to Balpally, this road lies within the North Arcot District. The road throughout is very bad; and its condition in this district is briefly described in my letter of the 26th April, 1849, Paras 8 and 9. The small sum of 5,652 Rupees now in course of expenditure, being on an average less than 110 Rupees a mile, is utterly inadequate to make a road of it; it will make some of the worst parts practicable, but the greater part will be untraced, not even marked out. The expenditure now in progress was sanctioned on the 14th August, 1852; I regret that during the subsequent period so little work has been done, only about one-fourth of the money allowed having been expended. The cause is the difficulty of obtaining skilled and intelligent superintendence; the work is going on under the charge of a petty mistry, on 12 Rupees a month, who appears to be doing it carefully, but he is afraid, and could hardly be trusted, to carry it on rapidly without frequent inspection, and that cannot be afforded.

6. This road is styled a district road, but the present expenditure, though conducted by the Civil Engineer and the Collector, is to be disbursed out of the Trunk Road allowance of four lacs yearly, and the accounts of the work are to be sent to the Superintendent of Roads. The same Officer has recently been authorized to expend fifty Rupees a mile, on the 26 miles of this road, between Naggery and Carembaudy.—See Extraordinary Minutes of Consultation 21st April, 1854 No. 181. This small expenditure may gradually effect improvement in the condition of the road; but I beg to repeat here what I said in my letter above quoted, that I think it very desirable that this road should be made a good practicable road as soon as possible. The Damulchervoo road, now under construction by the Road Department, will not supply its place even as respects the Cuddapah District. That line meets the wants of the more westerly parts of that district, while this line runs through the central Talooks, and as regards North Arcot, this line will not be superseded even by the proposed direct railway from Madras to Cuddapah;

which though passing by Curcumbaudy, reaches that place from Madras by a totally different line, leaving the extensive tract of country within the district traversed by this road, quite unaffected.

7. This is also an important line; it runs from Poothulput to Curcumbaudy, up the whole length of the Pennurly Talook, and connects both that Talook and that of Tripetty with Chittoor, Vellore, and Arcot. When prolonged as it ought to be to Nantoopey in Nellore district, it will extend the communication through the Calastry Zemindary to Nellore and the north. The estimate now in course of execution was carefully made under the superintendence of the Civil Engineer. The original amount was Rupees 15,878 annas 11, for 48 miles from Chittoor to Curcumbaudy; but the first ten miles from Chittoor to Poothulput having been transferred to the Road Department, as part of No. 11 Trunk road from Chittoor to Cuddapah by the Damulcheruvoo pass, the estimate for that part of the road was deducted, and the present amount is 12,322 Rupees for 38 miles from Poothulput to Curcumbaudy. This amount, being under 340 Rupees a mile, will not make a good or lasting road, but it will effect a very material improvement in the worst parts of the present track, and further improvement may be made hereafter.

8. I regret that the progress of this work also has been so slow. The estimate was sanctioned in September 1852, but up to the end of 1853, only about 1,200 Rupees had been expended, of which about 500 was on the part transferred to the Road Department. The chief cause of this slow progress is the same as in the case of the Naggery road, viz. the want of intelligent and efficient superintendence. Till recently it was under the general control of the Tahsildar of Chundraghirry, (who besides having various other avocations was quite ignorant of such works,) with two maistries, neither of them fit for such comparatively independent charge. I have now placed the work under the direct and immediate executive management of the Superintendent of Maramut, with several subordinate maistries or pygusts; and I hope the work will now advance more rapidly.

9. The amount allowed for the improvement of this piece of road, viz. 6,945 Rupees, was not contributed by the Government, but is the surplus accruing out of the endowment of the Sholinghur charity chuttrum, while it was under management by the officers of Government. The work is in course of execution under the Civil Engineer's department. The estimate was sanctioned in December 1853, but the progress of the work has not been rapid. I am unable to state the exact amount expended, but I understand from Mr. Bush now in charge of the work, that it does not exceed about 2,500 Rupees. This is an

important local line, and the selection of it in connection with the surplus funds above mentioned was certainly judicious. But when the Railway is opened as far as to Sholinghur the importance of this road will be very greatly increased. The rail will cross it about midway between Wallajapett and Sholinghur; and it will be the means by which the railway will be reached, on the one hand, by all the traffic of the large and industrious town of Wallajapett (with its 20,000 inhabitants,) and much from the south of the Palar, and on the other by that of Sholinghur and a considerable tract of country north of that place. It is very desirable therefore that this should as speedily as possible be made a first class road, metalled and bridged throughout.

10. The next two works in the list, viz. the improvement of the bazar road in the town of Tripetty, and the mending of some very bad places in the road between Arcot and Calisapah, are trifling works, but were both of them urgently required; it is to be hoped that both will be completed in the course of the current year.

11. The foregoing comprise all the works in course of execution during the year 1853. Besides these, an estimate had received sanction before the end of that year, for improving the road from Congeveram through Wundiwash to Tellar. It amounted to 11,565 Rupees for this district, besides a further sum of, I believe, about 5,000 Rupees for that part of the line which lies in Chingleput, making a total of about 16,500 Rupees. The work has now been commenced under the superintendence of Assistant Overseer Downie; and under him I have no doubt it will be well and carefully done as far as the estimate permits. The improvement is urgently required. The present track is a bad specimen of the unimproved roads of the country. It passes below the irrigation of several large tanks, and in such parts it is swampy and all but impassable for all the months when the lands so irrigated are under cultivation. The length of the line is about 35 miles. This is an important road locally regarded, as it connects the Wundiwash Talook and the eastern parts of Tripetty, with the large market of Congeveram. Regarded in a more general view, it is part of the line from Congeveram to Combaconum, Trichinopoly, &c. It is very desirable that the improvement should be extended to Tindivanam in South Arcot, a distance of about seven miles, where this line joins the southern Trunk road, and it is also very desirable that it should be still further prolonged to Cuddalore. Much of the grain produced in the southern parts of Wundiwash Talook is taken for sale to Cuddalore and Pondicherry, and a good or even passable road would be a great assistance.

Arcot to Calisapah.

12. The only remaining work actually undertaken is the improvement of the road from

Arnee by Poloor to Calsipauk on the line to Trichinopoly by Trinomalay. An estimate prepared by the Civil Engineer for this road to the amount of 9,187 Rupees, was sanctioned by Government on the 20th. February 1864, and the work has been commenced under Assistant Overseer Lincoln. The whole distance from Arnee to Calsipauk on the borders of this district is about 22 miles, and many parts of the road are very bad from the same cause as that noticed, in speaking of the Conjevaram and Tellar road. The present road on this line however is much worse than even the last mentioned road. It crosses low grounds kept constantly in a state of swamp for a great part of the year by the drainage of paddy fields above. The small estimate of Rupees 1,223 already adverted to, was intended to mould two places of this character, and the present estimate is to make the work more complete. It will line out the greater part of the distance, render all the worst parts practicable at all seasons, and will bridge some of the worst streams and provide road dams for crossing others. It will not make a continuous road, but it will effect a useful improvement.

12. This is a road of much local value, connecting the Poloor Talook with Arnee, and so far facilitating its access to Vellora, Arcot, and the western Trunk road; but much still remains to complete that connection, as will be explained presently. It is also important in a more extended view as a part of the line through Trinomalay to Trichinopoly. It is desirable therefore that it should be prolonged through the South Arcot district to the northern frontier of Trichinopoly, where, at or near Valcondapuram, it will join the southern Trunk road. An interesting traffic is even now carried on along this line, between the weavers at Arnee and Poloor and the spinners of yarn in the Trichinopoly district. Large quantities of this yarn are brought to these parts annually. At present this trade is chiefly carried on upon pack bullocks; but with a good road, no doubt the cheap conveyance by carts would be preferred.

14. The opening of this road as above recommended, would materially relieve the trade just adverted to; but the Cotton manufacture of this country labours under a greater burden than even the absence of roads. I allude to the Moturpha tax in its various forms. Cotton contributes to the revenue directly in the land assessment; but before it can reach the consumer in a manufactured form, it must pay Moturpha several times over. The carder (or bower) the spinner, the weaver, the merchant who supplies the latter with yarn, even the owner of the bullocks which convey it, are all separately taxed with Moturpha; and if the cloth is to be dyed or to be printed, there is a separate tax to be paid by the exporter of each of those trades. Thus, besides the legitimate land tax, the Cotton goods of

this country have to pay from five to seven distinct direct taxes, before they can reach the consumer. Thus burdened, it is no wonder that the Cotton manufactures of the Madras provinces have failed in the contest with English goods, even in their own market; or that, with the further burden of a tax on exportation, no goods are exported except such as are of the coarsest quality, into the price of which labour enters very scantily.

15. I have thus noticed all the road improvements that were in progress in 1853 or that have been since commenced; there are three other small works in the list which have been postponed, but they do not need special notice here. I will now proceed to offer some remarks as to the wants of this district with respect to roads, and the means of supplying those wants.

16. This district is fortunate in having several trunk roads passing through it. There is first, the Western trunk road traversing it from East to West, from Ochaity to Vandenbandy, a distance of about 70 miles; next, there is the branch line from Arcot by Chittoor and Palmanair, about 62 miles to the Mysore frontier on the way to Bangalore; and lastly, there is the road now under construction from Chittoor to Cuddapah, about 50 miles in which will lie within this district. All these roads, though made primarily with a view to more distant interests, are yet of much local value. The first mentioned throughout its whole course in this district lies along the valley of the Palair; which is not only by far the most fertile, populous and wealthy tract in North Arcot, but also as a consequence, contains its largest towns and chief seats of industry.

The Arcot and Palmanair road does not follow the course of any rivers; on the contrary, a great part of its course is across mountainous and jungly country. But it connects important places; gives access both Westward and Southward, to Chittoor, the station of the Courts and of the chief revenue and executive authorities, and crossing several rich valleys, places them in communication with the chief markets of the district, as well as with the Western trunk road and Madras.

The Damulcheruvoo road will be of less local value than either of the preceding. The greater part of its course in this district is up a narrow valley, shut in by bare hills and thinly inhabited. It will be of value, however, in opening a communication between Chittoor and the Cuddapah district.

17. The foregoing are the trunk lines, as they are called, traversing this district; their whole extent is about 162 miles. To these must be added the Madras railway, which will lie for about 70 or 75 miles in this Collectorate. Its general line will be much the same as that of the Western trunk road but in the Eastern part of its course it diverges from that road materially. It

will be a very valuable addition to the local means of communicating with the Presidency.

18. But, after all, the great reliance of the country for the supply of its need of the means of transport must be on the Civil Engineer. The Trunk roads of the road Department may traverse a district on one or even two lines; and North Arcot, being near Madras, the point from which the trunk lines diverge, contains a large share of those roads. But still they go a very little way towards supplying the need of the district as respects the more local lines; those on which the traffic of the district depends, though they are of subordinate importance as respects the general communication of the country at large. I regret to have to say again, as I have said on former occasions, that very little has yet been done for the improvement of the roads of this class. In determining which of such roads are of most importance to be made or improved, three things are chiefly to be attended to. First, to connect places and localities with markets, and as the best market, with the coast, and chiefly with Madras. Second, as a means of doing this, to open communications with the railway for places lying near it. Third, to connect the talook cusbahs or chief towns with each other, and with the chief station of the district. Bearing these objects in mind, I have drawn up a list which I enclose, of the principal roads required for the wants of the district; showing also the claims of each to consideration, and its present condition. For the sake of completeness, I include in the list those roads which have received or are now receiving improvement.

19. It will be seen that the total length of roads included in the list is 658 miles; and this extent, added to the 162 miles under the road department in the district, makes a total of 820 miles as the main communications of the district. This may seem a great deal at first sight, but it must be remembered that I am speaking of a province containing 7,000 square miles, being nearly as large as the whole of Wales. And even if the whole of the roads in the list were made, the district would still be destitute of anything like branch or cross roads, and would still contain extensive tracts without any roads, and totally without bridges. At a moderate estimate, it may be calculated that to construct any thing deserving the name of a road on these chief local lines, bridging only the more difficult streams, and crossing the smaller and more shallow by means of road-dams, will cost fully one thousand Rupees a mile without metalling, and that the cost of metalling will be about 700 or 800 Rupees a mile more. I will suppose that only one half of the whole extent of road is metalled at first, and then the total cost of constructing the 658 miles will be about nine lacks of Rupees.

20. It is clear that the work must necessarily require some considerable time. But on looking at what has been done in past years, it seems evident that without some very decided change of the existing system very little progress can be hoped for within the life-time of the present generation, in the work of supplying this district with roads. I need not dwell on the character of the present Civil Engineer; the Board know him well as an Officer of much more than ordinary ability, energy, and devotion to his duties. They know also that all the time and the labour both of himself and of his subordinates, that he has been able to spare from the irrigation works and buildings, has been earnestly and constantly devoted to the roads. And yet what is the result? It is painfully disheartening to reflect that after five years of the unflinching exertions of such an Officer, positively the only completed work is the nine miles of road between Vellore and Punnatoor, with a few other scattered and isolated improvements certainly not exceeding in the aggregate a similar extent, making perhaps 20 miles in all.*

21. It is true that work is now in progress on five different roads, and I would be far from undervaluing what is doing; but even supposing that all these several works are completed within next year, 1855, still the whole amount will be but small. This will be best seen by comparing its cost with the computed cost of all that is to be done, as above given. The whole of the estimates for the work above described as in progress during last year or at present, fall short of 60,000 Rupees; and adding 10,000 for road improvements completed in Captain Collyer's time prior to 1853, a very liberal allowance, the whole expenditure during seven years, (viz., to the end of 1855,) will be at the rate of 10,000 Rupees a year—and at this rate of progress it would take ninety years to complete the work sketched out above as required for the main lines of the district.

22. I should observe too that the activity observable this year in road operations in this district, is far from being a normal state. It is quite exceptional, and is due to two causes. Two roads, viz. the Curcumbaudy and the Nuggery roads, made very little progress last year, chiefly from that cause which must still operate to delay execution, viz., the want of competent superintendence; on the other hand, the desire to afford employment to the labouring classes in the present season of scarcity, caused the sanction of another, viz. the Poloor and Arnee road, to be much expedited. It is impossible with the existing agency that the same amount of work should be provided for next year; nor if duly estimated and sanctioned, could it be executed. For the

* Note. Prior to the incumbency of the present Civil Engineer it cannot be said that anything had ever been done towards the improvement of district roads of North Arcot. See para 3 of my letter of April 26, 1849.

work in progress this year the Civil Engineer has withdrawn from Chingleput district every European subordinate that he has; and this arrangement could not in fairness be prolonged.

23. Greatly enlarged subordinate agency of all grades is wanting indeed both for the surveys and examinations preparatory to projecting improvements, and also for executing the work. And what I would now beg to urge on the Board even beyond the grant of money for works, is the necessity of strengthening the hands of the Civil Engineer in subordinates. This was what I stated

to be the most pressing want in my former letter, and in spite of some amendment it is so still. The Board are well aware that Captain Collyer is fully competent; as every Officer in his position ought to be, to superintend and control the operations of a large number of Assistants, Revenue Surveyors, and Overseers: and it will hardly be denied that it would be true economy to enable him so to employ himself, rather than to oblige him to perform duties which men on one fifth or one twentieth of his allowance could do as well; such as the mechanical operation of levelling or surveying, and making the detailed arithmetical calculations of estimates. Certainly a dozen persons of the classes just mentioned might easily and most beneficially be employed on irrigation works and roads in this division, (suppose eight in north Arcot and four in the small district of Chingleput,) besides a correspondingly large number of native assistants, &c. I cannot tell to what extent or with what degree of rapidity it may be in the power of the Board, or even of the Government, to supply this pressing want of competent agency; but I may be permitted to urge on behalf of the extensive district under my charge, with its million and a half of inhabitants, that the object may be seriously and steadily pursued; so that the great work of providing main roads, as sketched out above, may be accomplished within some moderate period; suppose within nine, instead of ninety years. This would require an outlay of a lack of Rupees a year; or four per cent of the present revenue.

24. And it must not be supposed that even if all the roads in the list were completed there would be no more to do. I could add even now several other roads which certainly ought to be made, but it seems useless to swell the list. And further there can be no doubt that the completion of those now given, and the actual effect of their being in use, would develop the necessity of roads on lines not now thought of.

25. I will conclude with a few observations as to the lines requiring in my opinion to be first attended to. Under present circumstances the opening of access to a market is of more consequence in general than connecting the Talooks with Chittoor; and of all means of access to a market, the most

important is to give communication with the railway. On these considerations I am of opinion that the roads to be first undertaken should be the following, in the order in which they are stated.

26. First. Cuddapanattum to Goriattum, 24 miles.

This road and pass will connect an extensive country above the ghats with the railway, through the Goriattum station. It will command all the tract between Vencughirrycottah to the south and Palmanair to the north, together with that from Moolvaggul and the north-eastern points of Mysore. Nor is this all; for if it will be the best line from Palmanair, as I apprehend it certainly will, it will necessarily be so also for all the traffic from the Bellary and Cuddapah districts which comes through Palmanair. I am of opinion that no time ought to be lost in taking measures for the formation of a road on this line; and that it ought to be a really good road, with good gradients throughout so as to be easily practicable for heavy traffic, and to be metalled and bridged throughout. I say that no time ought to be lost in this work, because with the utmost speed it seems impossible that this pass should be opened till long after the Railway has reached Goriattum; and every day's delay after that event will be a heavy loss. Captain Collyer is well aware of the importance of this pass; he has already examined the country with the view of determining the best line for the road, and he was about to go and complete his examination and prepare plans and estimates, when he was most unexpectedly and unfortunately called away by the Board to attend to a work which though of great importance is entirely out of his Division, viz. the cutting of a canal from Cochrane's Canal Basin to the Beach. I must be permitted to express my earnest hope that he will ere long be set free to return to his Division; where his presence is much required, not only for the projection of improvements, but to control and superintend the unusually large quantity of work now in course of execution.

27. I will only add that in order to complete the connection of this tract above the ghats with the railway, it will probably be found advisable at no distant date to prolong this line through and beyond Cuddapanattum, to Moolvaggul.

Second. Palmanair to Vencughirrycottah, 24 miles.

This is a very important line in connection with the pass just spoken of. It will pass through or near Cuddapanattum, and will be the line by which the produce of the country lying along the top of the ghats between its two extremities will have access to the railway. It is well known that sugar is largely produced in these parts, and taken to Madras for export, even at present. This road will also convey to the railway a large amount of traffic as above remarked, from Cuddapah and Bellary. Captain Collyer has already been over the line, and has made a survey of it; though I believe the pressure

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NOTE.—After this letter had been sent to Chittoor to be copied, I received the estimates for this road.

of other business, has hitherto prevented his sending in the estimate. The work ought to be sanctioned and put in course of execution as soon as possible. Even independently of the railway this is an important line; both as giving access by the Moorly pass, to the western trunk road, to the tract of country above the ghats just spoken of; and also as connecting the wild Talook of Vengacherrycottah, and the more remote parts of that of Palmanair, with a Talook Cusbah, and with Chittoor.

28. Third. Pullicondah to Goriattur, six miles. In connection with the railway, this small piece of road ought to be made without delay.

29. Fourth. Arnee to Arcot, 18 miles. This road ought to be undertaken very soon; not only because of its importance, but because it is so excessively bad at present. It will place Arnee and Poloor in connection with the railway. The Civil Engineer has selected an improved line for this road also, avoiding the paddy swamps which now make it so bad, by going above a number of tanks instead of below them; but he has not yet been able to get his estimates and plans completed. At present, indeed even if the road were made it would still be cut off from the railway by the unbridged Palar. But when the projected anicut across the Palar, shall be constructed, that will afford a bridge for the passage of the river in connection with this line. I may take this opportunity of expressing my hope that this last mentioned project will ere long receive sanction. It was sent up in April 1852, and has not since been heard of; but I believe it has been sent on to the Honorable Court of Directors for their sanction.

30. Fifth. Arnee to Vellore 24 miles. Surveys and estimates for this line also are, I believe, under preparation, and it is much to be desired that the road should be made as soon as possible. Vellore is a place to which, from its large population, (51,500 by the census) it is desirable to open communications as extensively as possible in all directions; and Arnee also is a Town demanding the same facilities, as containing a large community of weavers; it is doubly important therefore to connect two such places together. A small estimate was sent in a few years ago for improving some of the worst parts of this road; but it is among the three postponed works in the state-

ment, as the Government* wished to have before them an estimate of the whole cost of making the road. This requisition has not yet been complied with, because with the very weak establishment of the Civil Engineer it takes very long to prepare estimates and plans; those worst parts of the road, therefore, which might have been mended before this time, continue still as bad as ever. I beg to point to the three instances thus given of the preparation of estimates and plans being delayed long after the Civil Engineer had made up

his mind as to what was to be done, in proof of what I have said as to the lamentably weak condition of that Officer's subordinate's establishment.

31. Sixth. Balpally to Channamachuttram, 50 miles. I have already said in an earlier part of this letter, that this road is already undergoing some trifling repairs, and that a small annual allowance for the maintenance or gradual improvement of a part of it has been sanctioned. I put it in here, as I am of opinion that it should be improved on a larger scale.

32. Seventh. Arnee to Conjeveram, 30 miles. Connecting these two places, and passing through a productive country this is a line which may well claim early attention.

33. Eighth. Trivatoor to the Conjeveram and Tellar road, 12 miles. This line is required for the same reason as the last. Trivatoor contains a large body of weavers, and in particular produces an excellent tent cloth very superior to that of Salem, but far less extensively known.

34. Ninth. Arcot by Trivatoor to Wandiwash, on the road to Cuddalore, 26 miles. There is already a considerable traffic on this line. The road is and not properly to be called a road at all, and hardly even a *carriage road*. It is much to be desired that it should be improved. For this road also the Palar anicut will provide the means of crossing that river.

35. Tenth. Chittoor to Sholinghur, 26 miles. Though far inferior to some other roads in commercial importance, this line ought certainly to be made.

36. The foregoing ten roads extend to a total length of 266 miles; as the list only purports to notice the roads most needing early attention, it is unnecessary to add to it.

I have the honor to be, &c.

(Signed) J. D. BOURDILLON,
Collector.

No. 156.

North Arcot,

Collector's Circuit, Cutcherry,
Arcot, 20th May, 1854.

FROM J. D. BOURDILLON, Esq.,

Collector of North Arcot.

TO CAPTAIN J. H. BELL,

Secretary to the Board of Revenue in the

Department of Public Works, Fort St. George.

Sir,

In the list of roads to be constructed which accompanied my report on the roads of this district for 1853, I forgetfully omitted two pieces of road which certainly ought to have found a place there, and I now beg to remedy the mistake. The two roads referred to are that from Arcot to Arapaikum

on the western trunk road, so as to connect the first mentioned place with Vellore and the road from Arcot to Conjeveram.

2. The former of these lines is about eight miles in length; there is already much traffic along it, as there must be on a road connecting two such towns as Vellore with 51,000 inhabitants, and Arcot with 17,000, being only fourteen miles apart. At present however the road is in a very bad condition, being indeed entirely in its natural state, except in one or two places where a little was done to improve it some years ago. Some of it is deep sand, and is a watercourse in wet weather; other parts are much cut up by the drainage from the hills immediately to the south, which crosses it to reach the river; other parts are very broken and rocky. The railway will not in any degree supersede this road, and I think it ought to be among the first to be improved.

3. The road from Arcot to Conjeveram up to the point where, near Vengabuttoor in the Tiruvattur talook, it crosses the Palar into the Chingleput District, is about 20 miles; but about six miles of the Arcot and Tiruvattur road for this also, so that the distance to be made may be stated at four miles. This road also carries a large traffic; it is the line of access to Conjeveram; not only for Arcot, but also for the richly cultivated tract through which it passes, bordering the river. And not only does it lead to Conjeveram, but it is the line by which the produce of all the villages along it must reach Madras. The railway will perhaps somewhat lessen the traffic on this road, at least when there shall be a bridge across the Palar at or near Arcot, by attracting the traffic of that immediate vicinity. But it must always be a road of importance; and ought certainly to be made a good road. At present it is in its natural state, having never I believe been improved in any part; some portions of it where it passes over high and firm soil are very tolerable in fine weather, others are low and sandy or muddy, and there is a total absence of bridges.

I have the honor to be, &c.
(Signed) J. D. BOURDILLON,
Collector.

Chingleput District,
Collector's Circuit Cutcherry,
Teroovamoor, 1st April, 1854.

FROM J. H. COCHRANE, Esq.,
Collector of Chingleput,

TO CAPTAIN J. H. BELL,
Secretary to the Board of Revenue,
Department of Public Works, Fort St. George.

SIR,
I have the honor to submit a Tabular statement in the prescribed form,

explanatory of the extent of work performed to roads in this District during the expired year 1853.

The cross roads from Chingleput to Conjeveram, and from the latter to Canareecoppum have been almost entirely completed, and such repairs as were urgently required to the other cross roads, as exhibited in the statement, were performed from the discretionary allowance placed at my disposal, as well as on emergent estimates to the extent of Rupees 1,192-6-0. The sanction of Government for the formation of the road from Conjeveram to Tellar, and for the thorough repair of the line from Tindavanam to Chunnambut, as well as their recent orders, augmenting the allowances for road repairs, having been received towards the end of 1853, these works will be carried out in the current year; and from what has already been done within the last three months, I entertain every hope of being able to submit a favorable report.

The several trunk roads which are under the superintendence of the road department, do not call for particular remark.

I have the honor to be, &c.

(Signed.) J. H. COCHRANE,
Collector.

No. 191.

South Arcot Collector's Cutcherry,
Cuddalore, 11th October, 1853.

FROM E. MALIBY, Esq.,
Collector of South Arcot,

TO CAPTAIN J. H. BELL,
Secretary to the Board of Revenue,
Department of Public Works, Fort St. George.

SIR,
I have the honor to make my report on the Roads of this district for the past Fusty 1262, and to forward with it the tabular statement called for in the orders of Government communicated with the Board's Proceedings of the 3d March 1853.

2. Progress continues to be made by the road department on the trunk lines No. 8 and 9, but much of the season has been necessarily devoted to repairing the damages done by the untimely floods which accompanied the storm of March last. These lines traverse the district from North to South, and are of most important benefit to its external traffic, but their full advantage will not be gained until offsets, or branch roads have been made from them to the coast at different points.

See Extract from Minutes of Consultation dated 28th February 1853, communicated from the Board's Office on 10th March.

3. It has been to this purpose that the increased annual allowance granted by Government for the district roads has been principally applied in the present year. The sum of Rupees 5,500 which is placed annually at the Collector's command, subject to the concurrence of the Civil Engineer, and the approval of the Board, has been assigned as follows in the present year.

3,230	13	10	To the line from Cuddalore to Puttambakum which is to join the trunk road No. 9, near Trinady.
1,269	2	2	To the line from the trunk road No. 8, at Tindevanum to Pondicherry.
1,000	0	0	To the line from Bowangherry to Porto Novo, and which in its proposed extension will cross the trunk road No. 9.
5,500	0	0	

* Rupees 1,500 for district roads.
300 for the Pondicherry and Cuddalore road.

4. Out of the sums* placed at the Collector's discretionary disposal for repairs and improvements, the chief item of expenditure consists of Rupees 500, employed in marking out, and ditching, at the Civil Engineer's suggestion, the line leading from Bowangherry towards Virdachellum. The remainder has been partly expended on several minor works, which being shown in the tabular statement call for no further explanation; but as that statement closes in the middle of the working season its preparation is attended with some difficulty, and does not show the total work done in each year. If therefore I was allowed to make a suggestion, I would beg to propose that the road reports should be submitted at the end of the Calendar year instead of Fussywar. The tabular statements would then be closed at the same period as the bills in the Maramut department, and would shew at a clear view the work performed in one entire season, instead of inconveniently including the broken periods of two seasons.

5. The important project of a road from Salem to this Port, to form an outlet for the produce of the Western districts, still awaits the sanction of Government for the estimate which has been submitted. In his late visit to this district, the Chief Engineer, Colonel Cotton, seemed to be of opinion that a portion of the expense might be avoided by bringing the proposed line to the North branch of the Guddalum, near Trinady, and making use of the road now being made from that place to Cuddalore a distance of about 15 miles, instead of continuing the new line on the Southern bank through Trivandiporum. As there is at present no bridge over the Guddalum at Trinady, and the traffic from the two directions would be likely to crowd a single entrance into Cuddalore, there appear advantages in having a road on each side of the

river, but as the question of expense will necessarily have an influential weight on the important, and extensive project of a road from Salem, it appears to me proper to bring Colonel Cotton's suggestion to the prominent notice of the Board.

6. The accompanying statement shows that four estimates are under execution for improving the roads in the Munnargoody and Chellumbrum talooks, besides the construction of a bridge over the Waduwar at Natar-munglum. These talooks which form a part of the delta of the Cauvery and Coleroon are from the nature of their cultivation very deficient in the means of internal communication, and the construction of roads through them is singularly difficult, as they must consist of embankments of soft earth covered with sand, and it takes time and repeated top dressing before they become of any consistency and firmness.

7. The cross or talook roads, throughout the district and the approaches to the different saltpans continue in the same imperfect state, and it will be very satisfactory to me when the completion of the more important lines enables me to devote to them the money now annually allowed for improving the district communications. I trust, however, that I may be permitted to observe that even the increased sum of Rupees 7,300 per annum can accomplish little in an extensive district, where the difficulties of road making are so great, and that in applying for that grant I felt obliged to give some consideration to the extent of the previous allowance as well as to the wants of the district. This part of the Carnatic consists generally of sand, or of light clay, and cotton soil, and the level of the country is so low as to be covered with water after any rain. Roads therefore must be raised if they are to be passable at all seasons, and the expense of this process is increased by the difficulty of finding material to lay on their surface.

8. In addition to the trunk roads Nos. 8 and 9, and the proposed line from Salem to Cuddalore, the most pressing requirements of the district appear to me as follows;

A first class road—metalled and bridged from Tindevanum to Pondicherry.

A Do. —from Trevady, to Cuddalore.

A Do. —from Cuddalore, through Chellumbrum to the Tanjore frontier at the Coleroon. This is a part of the southern coast road, and under the plan now proposed would be connected with Tindevanum and Chengleput through which the tappal passes from Madras to Pondicherry, Tanjore, and the Southern Districts.

A second class road—from the Chaitput frontier, in the direction of Arnee and Arcot, to Tindevanum.

A second class road—from the Chaitput frontier in the direction of Vandawash and Conjeveram, to Tindevanum.

- A Do. —from Tindevanum to the Mercanum salt pans.
 A Do. —from Cottacoopum or Pondicherry to Mercanum.
 A Do. —from Trinomallie and Tricullore to Villapoorum.
 A Do. —from Eroor by Virdachellum, to Bowangherry and Porto Novo.
 A Do. —from Virdachellum by Coorinjepaudy to Cuddalore.

I trust I may be permitted to express a hope that by the liberal aid of Government, these important lines will soon be in an efficient state, so that the annual allowance may be available for the improvement of the remaining minor or cross roads which connect the different villages and talook towns. I cannot but feel sanguine that such an improvement in the means of communication would amply repay the expenditure, by the augmentation which would speedily be visible in the resources and prosperity of this fine Province.

I have the honor to be, &c.

E. MALTEY,
 Collector.

No. 90.

Salem Collector's Office,
 On Circuit,
 Darumpoory, 31st March 1854.

FROM H. A. BRETT, Esq.,
 Collector of Salem,
 TO CAPTAIN J. H. BELL,
 Secretary to the Board of Revenue,
 Department of Public Works, Fort St. George.

Sir,

1. I have the honor to report on the roads and communications of the Salem district for the year 1853.

2. The new road projected by Mr. Phillips for the purpose of connecting the great line of communication between Trichinopoly and Bangalore at a

* Dated the 31st March 1853.

	Rs.	A.	P.
† Bridge of one vent	411	0	6
10 Drains.....	273	11	10
Earthwork.....	264	6	4
	949	2	5

point beyond the outskirts of the town of Salem, to which Mr. Phillips referred in paragraph 3 of his report* for 1852, has been completed. The length of the new line is about 2½ miles. The sum expended on it, including the cost of 10 covered drains and one bridge, amounted to Rupees 949-2-8.† This sum was defrayed from the bandy fund.

3. The branch road referred to in paragraph 4 of the last report, between Yeddapady and Senkerrydroog on an estimate of Rupees 710-8-6, has been constructed to the extent of 4 miles. The Tahsildar of the Senkerrydroog talook having reported that he had discovered a nearer and more advantageous direction for the remaining portion of the road, the question whether his line should be adopted in preference to the one selected by Lieutenant Wilkieson has been referred* to the Engineer.

* To Civil Engineer, 14th October 1853.

	M.	F.
Former line.....	9	2
Proposed do.....	7	0
† Difference.....	2	0

If the Engineer should approve of the Tahsildar's line, a distance of two miles will be saved in this branch, and the road will be completed during the present year.

4. An estimate for effecting certain proposed improvements to the Topoor pass at a cost of Rupees 3,299-4-1, was sanctioned by Government in Extract Minutes of Consultation, dated the 4th April 1852. Some modification has since been made in the original plan, and it has been determined to build two bridges instead of one as first proposed. This work, was superintended for some months by Assistant Overseer Loosemore, and latterly by Lieutenant Hessey 2d Assistant Civil Engineer. Considerable progress has been made in making a new embankment, and a portion of the new cutting has been opened for traffic; but much still remains to be done, owing to the very great difficulty with which labourers can be procured, in consequence of the constant sickness from which all employed on the work have been suffering.

5. Two roads, one for the conveyance of goods by pack-bullocks from Yercaud on Sherveroy hills to Darumpoory, at an estimated outlay of Rupees 10,000, and another of the same description on the Salem side of the same hills, at a cost of Rupees 3,500, were sanctioned by Government in Extract Minutes of Consultation dated respectively the 2d July and 14th November 1853. These two works are carried on under the superintendence of Mr. H. Richardson, and some progress has been made in both.

6. The building of the two bridges on the road from Salem to Cuddalore, near the Town of Ahtoor, referred to in paragraph 9 of the report for 1852, was postponed in consequence of more emergent works to which the Tahsildar of Ahtoor was obliged to turn his attention after the storm of the 27th March last. Materials have been collected, but the building of the two bridges has been deferred to the present year.

7. The bandy fund collections during the year 1853 amounted to Rupees 3,855-5-7 which is Rupees 244-10-11 above the receipts of 1852. If to this is added the collection on account of arrears &c. and the annual grant which the Collector was authorized to expend without estimate up to the end of 1853,

with the accumulated balance of past years, amounting to Rupees 7,104-9-10, the total sum available for roads in this district for 1853 amounted to Rupees 11,504-4-6.

8. Subjoined is a statement exhibiting the number and description of the more substantial road-works completed during the year under report.

	Bridges.	Drains.	Open Drains.	Road Dams.
On the road from Bangalore to Trinopoly.....	3	71	0	0
From Cuddalore to Coimbatore via Salem.....	0	11	0	0
From Madras to Salem via Mungavady.....	0	2	0	0
From Ahtoor to Moonoochavady via Raizipoor.....	0	8	0	0
From Deevatypetty to Cadeyempettai.....	0	5	0	0
From Womaloor to Senkerrydroog.....	0	3	0	0
From Trichengode to Senkerrydroog.....	0	2	0	1
From Kristnagherry to Soolagherry.....	0	2	0	0
From Oosoor to Denkcencottah.....	0	2	0	0
Total.....	3	106	0	1

9. The following Abstract shews in one view the total sums disbursed during the year on account of works completed by the end of the year.

	Rs.	A.	P.
1. Drains &c. newly constructed inclusive of old ones repaired.....	2,091	14	11
2. Bridges, Do. Do.	1,141	7	1
3. Repair of roads inclusive of gravelling and earth work.....	2,568	1	6
4. Sundry repairs.....	295	15	11
Total...	6,097	7	5

If the above sum of Rupees 6,097-7-5 be deducted from Rupees 11,504-4-6 (the total sum available for roads for 1853), the balance in hand on the 31st December 1853 was Rupees 5,406-13-1—but the amount to be expended on works commenced and remaining to be executed on that date was Rupees 6,300-1-6 or Rupees 893-4-5 in excess of the balance.

10. In regard to future works and new roads, I beg to annex a sketch-map shewing the existing communications both by trunk-roads and cross-roads.

11. Very considerable progress has already been made in connecting the chief places in the district by a proper system of cross-roads. Some new lines of this kind are now under consideration,—as a road from Raizipoor to Senkerrydroog which would form a direct line from the eastern trunk road to Coimbatore by Senkerrydroog; a road from Namcul to Trichengode connecting the two Cusbah stations in that direction; and eventually the continuation of a line commenced by the late Mr. Orr from Denkcencottah in the direction of Allumpady on the Cauvery, a place of considerable trade for cattle, and onwards to Womaloor. Surveys and estimates are under preparation for the first two of these roads, and will be submitted to the Board as soon as completed.

12. The map shows to what extent existing lines of communication will serve as feeders to the railroad. The present cross-roads on the Barahmal are well adapted for this purpose, and the two proposed new roads to the south of Salem for which the estimates, as stated above, are under preparation, will serve the same object.

13. On the Barahmal the cross-roads connected with the railway line are, first, the direct road from Kristnagherry through Muttoor, to Wootungaray, and the borders of the district on that side, and secondly the road from Darumpoory to Hurroor. These two roads are so well situated for the country to the east and west of the rail, that they will probably be deemed sufficient for all the upper part of the district. The road through Wootungaray has been carried to within a short distance of the Chengamah pass on the way to Teeroonamalay, but no further. This line might now be continued by the Collector of South Arcot, as Teeroonamalay is a place to which people resort from all parts of the country at a certain period of the year, and a good road by the Chengamah pass would probably be followed by a considerable traffic at other seasons.

14. The state of the roads generally is tolerably good. Large sums have been expended within the last year or two in repairing and bridging trunk road No. 1 from Vaniembady to the Bangalore frontier, and in repairs on the trunk road No. 5 from Vaniembady, via Toppoor, to the 3d mile stone on the Toppoor side of Womaloor.

15. These two roads are under the road department. The remaining roads are under my charge, with the exception of the proposed new line from Womaloor to Senkerrydroog, in regard to which it seems to be still doubtful whether it should be placed under the road Superintendent or the Collector.

16. A considerable estimate amounting to Rupees 3,332-10-11, has recently been sanctioned for repairing the road from Oosoor to Darumpoory, and

Extract Minutes of Consultation 27th February 1854.

the two cross-roads from Royacottah to Kristnagherry and from Kristnagherry to Darumpoory.

17. Repairs will be required on other lines during the year, and several bridges and tunnels are still wanting; but measures are steadily in progress to remedy the latter defect, and I hope that the sums annually at my disposal, with the additional aid which Government occasionally affords, will enable me by no distant date to carry out the general repairs to the full extent required.

18. A statement showing the road works pending sanction, and the progress made in those already sanctioned, in the Salem district, is herewith submitted.

I have the honor to be, &c.,

(Signed) H. A. BRETT,

Collector.

No. 115.

Tanjore Wortnaud,
15th April 1854.

FROM H. FORBES, Esq.,

Collector of Tanjore,

TO CAPTAIN J. H. BELL,

Secretary to the Board of Revenue,

Department of Public Works.

SIR,

I have the honor to report on the roads of Tanjore for 1853, and to furnish the usual statements—the delay in submitting the report has arisen entirely from the non-receipt of the accounts of the sub Collectorate.

The storm of last year did considerable damage to the communications, but immediate measures having been taken for their repair, the inconvenience felt by the public was not of long duration.

The annual discretionary allowance of Rupees 500 was enlarged to Rupees 20,000 in May 1853, but the authority did not reach me in time to allow of any great expenditure in the irrigated talook, where road repairs, generally speaking, cease with the month of June. A good deal of very useful work was however done in the dry parts of the Trivady talook; the road from Trichinopoly to Tanjore and thence towards the coast was re-gravelled in parts, for which the sanctioned estimate did not provide, (a work in which within His Highness' limits I was aided by the Rajah of Tanjore); the road from Vellum towards Wortnaud by which the Singepetty division is supplied with salt was raised, and a good communication made and tunnelled between Tanjore and Ponaccolum on the high road to Poodocottah.

As the whole Province can this year share in the liberal allowance granted by the Government for the repair of its roads, it is not probable that I shall have again to report that any part of that allowance has been unexpended.

A bridge of 3 arches each of 35 feet span was built over the Maharajah Samoodramaur on the high salt road from Adrampetam to Trichinopoly, at a cost of Rupees 4,152-9-0; another bridge of 3 arches was built over the Cunnanaur on the high salt road from the same place to Combaconum, at a cost of Rupees 3,741-11-0; the piers of a five arched bridge over Pamany on the road from Tanjore to Mootloopettah having been erected in 1852, the haunches and centerings were built last year, and the arches have since been turned. Sixty new tunnels were erected on different roads, nineteen being on that from Adrampetam to Trichinopoly, and eleven on the coast road from Negapatam to Mootloopettah, and twenty-five old tunnels received more or less repair.

Altogether Rupees 19,665-6-0 were expended in earth work, Rupees 7,894-4-0 in erecting bridges, Rupees 6,010-13-0 in the erection, and Rupees 646-12-0 in the repairs of tunnels, and Rupees 9,996-1-0 in the alteration and extension of works—the total expenditure on the communications amounted to Rupees 44,214-4-0.

I have the honor to be, &c.,

(Signed) H. FORBES,

Collector.

No. 33.

Trichinopoly District, Moosery,
Collector's Circuit Catcherry,
9th March, 1854.

FROM J. BIRD, Esq.,

Collector of Trichinopoly,

TO CAPTAIN J. H. BELL,

Secretary to the Board of Revenue, in the

Department of Public Works, Fort St. George.

SIR,

Para. 1. In compliance with the instructions conveyed by the Circular Order received from your Board under date the 21st October 1847, and also with the resolutions in Council of the 11th February 1851, I have the honor to submit the annual report on the state of the roads and communications of this district.

2. The roads of this Province since my report of last year dated the 8th of February, have suffered much from the effects of the season. First there was the terrible hurricane of the 27th March, and subsequently the excessive

drought and scarcity of rain during those months in which it is usual for the monsoon to be in full force.

Aridity and drought have proved more detrimental to the roads than the calamity of the 27th March last year.

In consequence of these untoward circumstances, it has been necessary to bestow more than the usual attention and pains on the several communications of the Province. And yet I fear the roads are not in that thorough efficient state I had hoped for, from the large and liberal amount of money that has been laid out upon them during the past three years.

3. The roads in good travelling order of the district may be instanced as the following.—

- Trunk road to Madras.
- Trichinopoly to Combaconum.
- Do. to Tanjore.
- Do. to Coimbatore.
- Do. to Madura.
- Do. to Salem along the left bank of the Cavery as far as Tottem—
- Do. to Laulgoody and Poovallor East off the Madras Trunk at the Colleroon Bridge.

No. 1. From Trichinopoly to Tanjore and Negapatam. 4. In my report of last year this road was stated to be "complete and metalled throughout the limits of this district to a distance of full thirteen miles." And a large sum of money Rupees 26,401-13-0 had been expended upon it to place it "in the finest driving order." The Civil Engineer had scarcely made over the future supervision of the road to my department, when the hurricane swept over it, and almost entirely destroyed the road, breaching it in several places as reported to your Board in my letter of the 4th April 1853. At it became necessary to incur a primary expenditure of Rupees 960-13-7 on emergent estimate to make the road in a state for the mere passage of carts. That object having been attained, a regular estimate for gravelling was submitted amounting to Rupees 2,186, and sanction obtained on the 26th August last. The repairs have been put in hand, and work performed to the extent of Rupees 1,026-9-6. A great deal requires yet to be done to this line, and I regret to have to state that its *present* condition is not satisfactory, the new metal facing being ground to pieces by the enormous and unusual traffic of carts upon it, consequent on the marching of large bodies of troops to and from the coast.

No. 2. From Trichinopoly to Tanjore via Keliore. This road is seldom used, being superseded by No. 1. It is a line for grain passing into Trichinopoly and so forth. The latter portion near Trichinopoly passed through

the paddy fields, and occasioned much discomfort to travellers by the necessity of their wading through so much water, and mud :—A new road was sanctioned on the 14th January 1853 along the south bank of the Cavery. This road is in progress and nearly complete with a small bridge and tunnels. The estimate amounts to Rupees 2,294-4-0.

No. 3. From Trichinopoly to Combaconum, Pondicherry and Madras. As stated in my report last year, this road is in fine order. About one thousand rupees were expended on it during the year, making the total work performed on it to amount to Rupees 4,182-12-3 out of the original estimate of Rupees 5,042-1-0. The balance in hand Rupees 859-4-9 will be laid out during the present season, as soon as rain has fallen. This road is much frequented, and is a great convenience to the public traversing between Trichinopoly and the large town of Combaconum.

No. 4. From Trichinopoly to Arrealore and Wediarpelliam. This road was complete and open two years ago. It has not been carried beyond the town of Poovallor—a distance of twelve miles. The storm did it some damage, and a sum of Rupees 354-15-5, was spent upon repairs under emergent—it is now undergoing thorough repair under a sanctioned ordinary estimate.

No. 5. From Trichinopoly to Madura and the South. For the thorough repair of this line of communication a most liberal estimate, amounting to Rupees 23,534, was sanctioned by Government on the 13th May 1853. The work was put in hand as soon as the season would admit, and I have much satisfaction in stating that the road is nearly completed, and promises to be in first rate order. It is bridged throughout, and a portion, some five miles, is metalled. This line makes the communication to the south very complete, and is in fact a continuation of the Madras trunk road.

No. 6. From Trichinopoly to Dindigul. This road is in the same condition as reported by me the past three years. The Civil Engineer is preparing an ample estimate for its repair, and which he will shortly submit.

No. 7. From Trichinopoly to Seevagunga and Ramnad. Both these lines are in bad order and require much attention. The traffic is small upon them, and what repairs are emergent can be performed out of the discretionary outlay funds. Upon No. 8, within the immediate neighbourhood of Trichinopoly, I have laid out Rupees 299-6-0 from the balance in hand of the Pagoda surplus funds, for the raising of the road near the new bridge across the Wyacandan channel.

No. 9. Upper road from Trichinopoly to Coimbatore.

Neilgherries.

No. 10. The same route along the right bank of the Cavery.

This road is as much frequented as ever, and is of the greatest possible utility and comfort to the people. About 1,585 Rupees were expended upon it during the year, out of the estimate for its thorough construction sanctioned in 1851, namely Rupees 6,896-4-0, making a total expenditure of Rupees 5,413-5-8. This road also suffered much from the Hurricane, and it was necessary to lay out Rupees 1,414-3-2 on emergency to repair the damages sustained. On this line as reported by my letter of the 29th March 1853, the five arch bridge over the Codameorty river was lost during the gale, and an estimate of Rupees 4,703-2-0 was sanctioned in June for its re-construction. This bridge has just been built, though not yet ready for the public.

No. 11. From Trichinopoly to Salem via the upper anicut Moosery and Valiapatty.

Upwards of 43,000 Rupees have been granted for this fine line of road to Salem along the left bank of the Iyen channel and Cavery river. The whole line has been well laid down from the Colleroon bridge to the Salem boundary. It is quite completed as far as Tottiem, with numerous tunnels, and the bridges over the Iyaur and Condamarey rivers, and west of that town the tunnels are under rapid construction, and the earth work in progress. This line has already an enormous traffic upon it, and I fully anticipate will be complete and open by the end of May. In round numbers about 32,000 Rupees have been spent on it.

No. 12. From Trichinopoly to Salem and Bangalore via Manuchanellore.

This road is now abandoned—and the one along the Cavery bank will be the direct and most frequented line.

No. 13. To Madras by Cotatoot.

This is the great trunk road to the Presidency, and is under the control of the Superintendent of Roads. It is in fine order for a great proportion of this district—and I am given to understand that it may be opened by next year through my limits up to the Vellaur banks north of Volcondapoorum.

Nos. 14 to 23.

Are all bye roads and are in the usual state, though a good deal is done occasionally during the year by the villagers. On road No. 14 leading from off the Trunk road at Volconda to Porto Novo, I constructed two flat bridges of rough stone in chunam across channels, at a cost of Rupees 108-7-4-0 out of the discretionary outlay fund. Also I repaired No. 16* at a cost of Rupees 115-6-10 out

* Wodiarpolliam to Combacuum.

of the same fund. The estimate amounted to Rupees 160-6-0 and ought to have been fully expended had the Tahsildar shewed common energy.

No. 24. Road leading from Koolatullay to Dindigul via Poodoppoliam.

And No. 25. From Trichinopoly to Vyalore and other villages.

5. Both these are new lines. For the first the sum of Rupees 6,400 has just been sanctioned by Government, and it will be commenced upon as soon as practicable. The second road was allowed by Government on the 14th January 1853 on an estimate of Rupees 4,792-9-2, including a three arch bridge. This road is complete, and the bridge will shortly be opened. It is finished all but the earth to the road way.

6. I beg to submit for the consideration of the Board an original letter to my address, dated the 27th December 1853, from the Civil Engineer 6th Division. This letter conveys Major Lawford's feelings on the resolution of Government not to grant the outlay of Rupees 12,000 on roads at discretion without previous sanction, as communicated by the Proceedings of the Board of the 17th November last.

I regret the resolution of Government—yet I do not perceive that it operates so detrimentally as Major Lawford would seem to think, for it is still permitted to repair all roads on ordinary estimate at any expense with sanction. And there is nothing in this order of Government to restrict the amount of any projected new line of road to be hereafter proposed.

I have the honor to be, &c.

J. BIRD,
Collector.

Civil Engineer's Office, 6th Division,
Tranquebar, 27th December 1853.

FROM MAJOR E. LAWFORD,

Civil Engineer 6th Division,

To J. BIRD, Esq.,

Collector of Trichinopoly.

Sir,

I have no doubt that your opinion of the arrangement for the repair of District Roads in Trichinopoly sanctioned in Minutes of Consultation dated 23d October 1853 No. 390, and communicated with the Board's order of the 17th November 1853, which was received in this Office on the 26th instant, coincides with mine so far that you consider it quite inadequate to meet the intentions of the Board of Revenue declared in Para 4 of their report to Go-

vernment dated 5th September 1853 No. 674, viz. that "whether a grant exists or not, the same amount at least is expended, since no road once formed is now allowed to go to ruin."

2. After the long period that this question has been under consideration, and the proved inadequacy of the discretionary allowance of 450 Rupees to effect any real good, the whole extent of the grant to the district is an increase of 250 Rupees, while in Tanjore 20,000 and in South Arcot 7,300 Rupees have been bestowed.

	Miles.	Amount of Estimate.	
Trichinopoly to Coimbatore.	50	6,903 0	
" " Tanjore	19	29,033 11	
" " Madura	12	23,534 0	
" " Salem	35	25,000 0	
" " Coimbatore	10	5,942 0	
" " Lullagoody	10	5,203 9	
" " Arrialoor	3	13,862 8	
" " Vyalloor and Eastern Cauvery Road	3	7,082 5	
	135	109,668 0	

3. In the margin I have roughly stated the length of road in the district which has been constructed on estimate within the last few years, at an aggregate cost of more than a lac of Rupees; and allowing for the maintenance of this distance the moderate sum of 50 Rupees per mile, the grant required for mere repairs will be 6,750 Rupees.

4. Of course the amount of this allowance for repairs must increase with the extension of made roads, whether these are constructed on estimates previously sanctioned or not, but I am at a loss to understand on what grounds facilities for improving the internal communications considered necessary in two neighbouring districts should be withheld from that under your charge, which from its geographical position, and the nature of its soil seems to me to demand at least equal attention.

5. When the Board refer to "a grant for opening new lines" I am in doubt whether they mean the construction of a new route or merely the improvement of beaten tracks not yet made into roads, such as all roads in Trichinopoly were until lately, and as all but those in my list still remain. It is not "new lines of road" that we require but merely the opening out routes which are already used as the channels of all the internal traffic, and which serve to bring the local produce to its only market, and I submit that if it is the desire of Government to render available the improvement of works of irrigation such continued extension of the facilities of transport are essentially and urgently necessary.

6. But it is declared that Government are still prepared "to give consideration to estimates to the limit assigned by the Board," that is, that in future we are to confine our total expenditure on road works to 12,000 Rupees per annum, a sum which I had recommended for outlay without sanction. You will remember that the estimate for the road towards Salem alone amount-

ed to Rupees 25,000-0-0 and that towards Madura to Rupees 23,534-0-0, and both sums will be fully laid out in bringing those works to completion. But this new restriction will in future bar the submission of such projects, and lead to that sure cause of waste and inefficiency, an endeavour to carry out works on inadequate estimates.

7. Let me here state distinctly that in proposing 12,000 Rupees as the amount required to be placed at the disposal of the Local Officers for annual expenditure, I calculated on laying out about half the sum in repairs and half in improvements, but I now see that I was in error in anticipating that no larger amount would be required except for considerable masonry works. I still adhere however to my proposition for an annual outlay without sanction of 12,000 Rupees, but I do not hold myself precluded by it from submitting separate projects to any amount which local circumstances may render desirable.

8. I have so often pointed out the absolute necessity in road works of taking advantage of the proper working seasons, I have so often felt the inconvenience of waiting for sanction to estimates, and I have so long lamented the difficulties attending the internal traffic of Trichinopoly, that I cannot consistently with my duty withhold this final record of my opinion of the strong and at this season inopportune claim of the Province on the more liberal consideration of Government and I trust that you will adopt a similar view.

9. I conclude that you will provide for the repair of the made roads agreeably to the expressed views of the Board of Revenue as I have already informed you of my inability to do so.

I have the honor to be, &c.

E. LAWFORD,

Civil Engineer 6th Division.

No. 108.

Coimbatore Collector's Office,

On Circuit, Coimbatore,

31st March, 1853.

FROM E. B. THOMAS, Esq.,

Collector of Coimbatore,

TO CAPTAIN J. H. BELL,

Secretary to the Board of Revenue,

Department Public Works.

SIR,

1. Adverting to the Extract from the Proceedings of the Board of Re-

venue in the Department of Public Works dated 11th February 1851, I have the honor to forward the usual statement of road repairs for 1853, with an account descriptive of the amount of trade on each of the several roads, and also a statement showing what portions of the work sanctioned by Government have been completed, or are in progress, or have not yet been commenced upon.

2. The average expenditure incurred in the year under review, amounts to Rupees 48-2-1 a mile, independent of the repairs on the Neilgherries, and when they are also included in the calculation, the charges per mile average at Rupees 50-2-6, or more than double the amount of expenses of the past year, the increase having been produced from considerable repairs executed in 1853.

Road from Western Coast to Neilgherries. 3. For the construction of Sungavoor bridge on this road Rupees 4,193-1-0 were sanctioned by Government; the whole of this amount has been expended in the construction as well as in the subsequent repairs; still the bridge was not secure, and therefore with a view to make such further improvements as appeared necessary, an additional estimate for Rupees 600 was transmitted to the Civil Engineer for sanction; a portion of this estimate has unavoidably been acted upon emergently in anticipation of sanction, which has not yet been received. The stream is a most difficult one, and changing constantly—all at present practicable has been done, but more water-way may be, I fear, still necessary. I have submitted this question for the consideration of the Civil Engineer, whose suggestions will be attended to.

4. The amount sanctioned by Government for the repair of the same road was Rupees 88-3-0, in addition to which a further sum of 1,770-14-5 was laid out from the Chuttrum surplus funds, the whole cost amounting to 1,859-1-5. It is far better than it was before, but not in that condition in which it ought to be as a main line to the Hills; the first 6 or 7 miles from Coimbatore run over cotton soil and become very heavy in wet weather. Jelly is not procurable at hand, and has to be conveyed from a distance. I have since applied for 1,000 Rupees for metalling this road, which would greatly improve it.

Trunk road No. 5. 5. The annual allowance authorized by Government has been carefully and economically laid out in the repair of the road hence to Walliar, but it still requires attention, the nature of the country and soil being very unfavorable, whilst the wear and tear arising from the constant and increasing traffic, is considerable. The number of carts now passing this road is great—no pains will be spared to render it as efficient as possible; it has been under my own personal superintendence.

6. The road dam sanctioned to be constructed for the Madkerry jungle stream, has been finished, and is in good order—it is the largest I have yet seen, here or elsewhere; and works well, with a heavy fresh over it.

7. It will be observed that Rupees 1,762-11-6 were authorized to be laid out in the alteration and improvement of the bridge over Chinna Nowacary Jungle stream, but the Civil Engineer having since been of opinion that the alterations to the extent originally proposed were unnecessary, such repairs as appeared absolutely requisite to render the bridge sufficiently secure, have been alone made at a reduced cost of Rupees 357-5-7; the saving effected thereby being Rupees 1,405-5-11. The bridge is now quite safe and passable.

8. The road from Coimbatore to Avenashy has been repaired, and affords little obstruction for the passage of carts, except for the first few miles from Coimbatore—the traffic on it is large; I have again applied to the Superintendent of Roads for 615 Rupees more for metal, which when sanctioned will be laid out in metalling.

9. Four bridges were proposed and sanctioned between Coimbatore and Avenashy—one near 6th mile stone has been completed—the 2d close to the 10th mile stone is in progress—the other two were considered by the Acting Civil Engineer to be unnecessary at present.

10. The repairs between Avenashy and Bhavany are in progress, and will be finished shortly—an active East Indian has been appointed to superintend the repairs, and is paid* from the sanctioned estimate—an arrangement which promises more speedy progress in the work than under the supervision of the Talook authorities alone, whose attention is so much engrossed by other revenue and Police duties.

Seringapatam Road. 11. Rupees 227-15-0 were expended upon this road under the sanction of Government. The ghaut as well as the road still require attention, but the difficulty of obtaining workmen, and the great unhealthiness of the locality, have hitherto prevented its thorough repair, which however, would require a large amount.

12. Government under date the 27th May 1853 sanctioned Rupees 3,476-1-0 for the repair of road and construction of 2 bridges between the Coimbatore limits and the foot of the Gezzlebutty Ghaut—the work is in progress, and will be completed as soon as practicable.

Hassanoor road. 13. Rupees 2,888-7-0 were sanctioned for the road between the foot of the Hassanoor Ghaut

and Valamoobdy—the repairs are in active progress, and will be brought to a close in a few months—water is scarce on this line, and the villages are very thinly peopled, which makes great difficulty in obtaining work people.

Trichinopoly road between Matapolliam and Caroor via Avenashy. 14. A sum of Rupees 1,601-7-0 was sanctioned for the repair of this road and for a bridge between 5th and 6th mile stones between Matapolliam and Annoor—the work has been completed satisfactorily and is a great convenience to travellers. The amount actually expended on this work exceeds that of the Estimate by Rupees 53-8-8, as recommended by the Acting Civil Engineer 7th Division in his letter of the 27th June 1853.

15. On the same road a bridge has been sanctioned over the Chinna Cullar stream which is under construction.

16. The same road in the limits of Cheyoor has also been repaired. The Board will observe with reference to the correspondence noted in the margin, that a dam of rough stone in chunam was sanctioned for a jungle stream at Tiroomooreogumpondy east of Avenashy, the Civil Engineer having considered a bridge at this place unnecessary—but that Officer upon further consideration thinking it desirable that the stream should be bridged, framed an Estimate amounting to Rupees 1,294-4-0 which exceeds the sanctioned estimate by Rupees 405-11-0, and this extra expenditure will be defrayed from the amount set aside for bridges from the Chuttrum surplus funds. Materials are in course of collection for the bridge.

17. Again Rupees 330-11-4 and 520-1-0 were respectively sanctioned for mending the same road in the limits of Kongiem and Caroor—the former sum has been expended and work is in progress in the Caroor talook.

Road from Bhavany to Colligal via Cavatypooram. 18. The amount authorized for clearing jungle, has been well laid out. Jungle on either side has been cut and burnt, which has in some measure checked the ravages of wild animals.

Road from Bhavany to Suttimungalam via Attany. 19. The estimate sanctioned for re-building the Neelgadungoo Bridge is under execution, and will be finished in a few weeks.

Road from Palladam to Dharrapooram. 20. Repairs to the amount of Rupees 1,641-11-0 were sanctioned on this road and are in progress.

From Pollachy to Paulghant via Munnoor. 21. The bridge sanctioned on this road has been constructed, and the formation of the road has also been nearly so. It has superseded the old circuitous road and is a great benefit.

22. The roads from Pollachy to Anamalai and to Collingode are all under repair and will be placed in an efficient condition in a few months.

Coimbatore to Kongiem via Palladam. 23. The amount sanctioned for the road and for a bridge over the Noyal was Rupees 9,706-8-0. The bridge has been well built and is in full use—the one over the Singanulloor surplus stream is under construction, and the road repairs also are in progress. Between Sooloor and Pulladam, and for a few miles thence to Kongiem, the road passes over black cotton soil—a great obstacle in wet weather. Rupees 1,191-9-7 have been advanced in addition to the sanctioned amount for metalling it from the Chuttrum surplus funds.

Hassanoor road. 24. For repairing road, clearing jungle and constructing bridges on this line, Rupees 9,949-11 were sanctioned; the jungle has been cleared, and arrangements are in progress for the construction of the bridges and the repair of road.

Thavany bridge at Suttimungalam. 25. The amount allowed for this work was 16,029-4-0. It has been commenced some weeks ago, under the immediate superintendence of the Civil Engineer who is on the spot assisted by an European Overseer.

Pogaloor road. 26. The amount sanctioned for road and bridges was 851-7-0 and operations are going on.

Madura road. 27. A large amount has been allowed for 18 bridges and road repairs between Coimbatore and Amravaty river. Lieutenant Holland has charge of the work who is now at Codanulecottah. Bricks are in course of collection for bridges.

28. The construction of a drain of 5 vents on the road from Cheyoor to Suttimungalam is also in progress, the amount sanctioned for the same being 171-2-0.

29. The works on the Neilgherries enumerated in statement No. 3, are in progress under the supervision of Captain Selby and Captain Francis, and I have no doubt will be speedily completed.

30. The several bridges ordered to be constructed between Coimbatore and Suttimungalam from Chuttrum surplus fund, are under construction, and every effort will be made to have them finished at the earliest practicable period.

31. With reference to the various works from the Davustanum and Chuttrum surplus funds, a separate report similar to the one previously sent, will be submitted shortly, and I therefore refrain from referring to them in this communication; the aggregate amount expended in the year under report and that yet to be laid out are exhibited in the statement.

32. I take this opportunity of bringing to the notice of the Board that all my Assistants, Messrs. Walhouse, Thompson, Pochin, and Thomas, are also occasionally deputed to examine roads, and report upon them—as the Board may like to see *how* the Assistants, when on circuit, make use of their time and observation, (as I have always tried to induce them,) I think it but justice to the Assistants to forward a few of their own original reports for inspection, and request their return (for Record) at convenience—the necessary orders are always issued by me on the Assistants' Diaries.

33. The amount of trade has much exceeded that of the past year—the increase amounting to Rupees 5,10,122 produced chiefly by the abolition of tobacco monopoly in 1853, in consequence of which large quantities of tobacco find their way into Malabar both from this district and from neighbouring ones—the increased price of grain has also tended to swell the amount of traffic. The subjoined abstract will afford information on this point.

Items.	1852.	1853.	Increase.	Decrease.
Exports.....	10,80,395	14,36,767	3,56,372	
Imports.....	10,21,052	11,35,450	1,14,398	
Home trade...	16,45,128	16,84,480	39,352	
Total...	37,46,575	42,56,697	5,10,122	

34. The rise in price of grain has been as much as 2-2 per cent. as shown in the following memo.

Description of Grains.	Price in 1852 P Garce.			Price in 1853 P Garce.			Comparison.		Percentage.
							Increase.	Decrease.	
Paddy.....	74	8	7	80	5	2	5	12	7
Cholum.....	79	7	6	90	5	8	10	14	2
Cumboo.....	60	6	10	76	2	6	15	11	8
Raghee.....	65	1	9	75	3	3	10	1	6
Gingely oil seed.....	164	2	11	168	9	4	4	6	5
Total...									65
Average.									13

35. With reference to Extract from the Board's Proceedings bearing date 23d February 1854, in which it is proposed to provide employment to the poorer classes during the present trying season, I have submitted a proposition to the Civil Engineer for the disbursement of (10,000) ten thousand Rupees, to be laid out on *Roads*; when this is sanctioned it will be an additional aid, and of great benefit to the district and the classes now suffering from high prices.

I have the honor to be, &c.

E. B. THOMAS,

Collector.

Despatched from Suttimungalum, }
8th April 1854.

No. 20.

Calicut, 16th March 1854.

FROM H. V. CONOLLY, Esq.,

Collector of Malabar,

TO CAPTAIN J. H. BELL,

Secretary to the Board of Revenue,

Department Public Works, Fort St. George.

SIR,

1. I have the honor to forward my report on the state of the roads in Malabar.

2. The principal of these roads, viz. that leading from Coimbatore to Ponany is, I am glad to say, in good order now. Mr. Knox, the Sub Collector, writes as follows on the 3d ultimo.

"It is satisfactory to be able to state that this Trunk Road No. 5 is in excellent condition considering the peculiarly severe trial it is exposed to, from the increasing number of carts whose wheels cut as ploughs, against the action of which the best jelly procurable offers little assistance. A system of constant attention to small repairs is being introduced, and excepting in a few places which have not yet been made smooth, and over the river at Tirtala where a bridge is sadly wanted, a gentleman's carriage might be safely and speedily driven from Walliaur to Ponany in dry weather, and it is hoped in the course of 1854 to be able to apply the funds which have hitherto been taken up considerably for small bridges, water ways and cuttings, to placing a very large amount of jelly on the road."

3. I saw the road near Penany twice during the past year, and can testify personally to the correctness of Mr. Knox's judgment so far as that part is concerned.

4. A bridge at Tirtalla would no doubt, as Mr. Knox remarks, be a great blessing—the work would be expensive however.

I will suggest to Captain Ludlow to put himself in communication with Captain Johnson on the subject.

5. 4,300 Rupees has been spent on a bridge erected over the Tirpaloor river, on the bandy road from Palghaut to Vadakancherry. It is well spoken of by Mr. Knox. It promised well when I saw it a short time before its completion.

6. The other roads in Mr. Knox's Division are in fair order. The Division has more level ground than is to be found in Malabar generally, and a road suited for wheels is of more easy attainment therefore than elsewhere.

There is still scope for labor however, and Mr. Knox is not inclined to spare it.

7. Mr. Collett has been industrious during the last year, and a good deal has been done in the way of improving his roads, which however are not adapted any where for wheels. We have a plan in consideration to overcome this state of things, and only wait till it is decided what line the railway takes through Malabar to submit it.

8. The Koondah Ghat leading to the Neilgherries is in good order.

9. The Careoor Ghat is not in good order, and at the recommendation of a coffee planter, Captain Godfrey, who lives at the head of the Ghat, and who is a competent Judge, we are seeing whether we would not act advisably by leaving the present track—and taking one on the other side of the hill which has long been in use by smugglers.

Captain Godfrey and other coffee planters propose, if we will open this line, to contribute largely to the expense. I shall write on this point more hereafter and separately.

10. The Ghats to Wynaad are in good order, as are generally the roads, I saw all the principal ones or parts of them lately—and made arrangements for various improvements—on which too I shall have to report separately hereafter.

11. The coast road, i. e. that which leaves the trunk road No. 5 at Tirtalla and runs up the coast for 74* miles, is in fair condition; I am improving it between Tirtalla and Tancoor and between Calicut and Badaghery by additional metal.

* From Tancoor to Cannanore.

12. Mr. Robinson has been active in his Talooks.

13. The Matanoor road has been excellently finished, and great improvements have taken place in the roads near Cannanore, some of which are still under execution.

14. The trunk road No. 4 is, as the Board are aware, to have 14,529 Rupees laid out on it.

It is a road of the first importance for the wheeled and other traffic of the country.

I have the honor to be, &c.

H. V. CONOLLY.

Collector.

No. 56.

Madura, 30th March 1854.

FROM R. D. PARKER, Esq.,

Collector of Madura,

TO CAPTAIN J. H. BELL,

Secretary to the Board of Revenue,

Department of Public Works, Fort St. George.

SIR,

With reference to your letter No. 743 dated 10th October last, I have the honor to submit my Report* on roads for the year 1853, and to state at the same time that the submission hitherto of this report in the 3d quarter of the year, was in accordance with the Circular Orders of the Board of Revenue, dated 21st October 1847.

I have the honor to be, &c.

R. D. PARKER,

Collector.

Report upon the different Roads in the Districts of Madras and Dindigul for the year 1853.

Roads.	Remarks.
Road No. 1.—From Trichinopoly via Dindigul and Edinacotay to Dhurapooram and Coimbatore. 1st Class—75 Miles in the Madura District. Road No. 2.—From Dindigul via Pulney and Oodeumullacotay to Palghat.	Is not in very good order nor much used, especially the latter part of it. Parts of this road are of a superior description, the disadvantage of Cotton soil having been overcome by metalling with stone and gravel. Considerable portion of the estimate of Rupees 1,630-2 sanctioned by Government on the 31st July 1852 has been performed within the year, and the remainder will be completed shortly. Two other estimates were sanctioned on the 16th June and 20th December 1853 respectively for usual repairs to the portions of the road not included in that before mentioned. Of these the 1st to amount of Rupees 1,134-4 is under execution, and the 2d of Rupees 501-7 will be commenced upon as soon as the necessary materials have been collected. This was the old Madras road, and though no longer used as such is required for carrying the produce of the rich valley of Nuttun into Madurai. It is in very bad order and intersected by many jungle streams. If an application which has been made to the Board of Revenue for an addition to the discretionary allowance be granted, a portion of it will be applied to this road.
Road No. 3.—From Thoverencoorch via Nuttun to Madurai.	From north to south this road which communicates with Madras extends 90 miles. Earth repairs were made in the year under review to the amount of Rupees 1,128-0-1 under occasional and ordinary estimates sanctioned on 11th January 1853, and two small bridges and a pavement were built under sanctions dated the 11th January and 1st April 1853. On the 1st February a bridge of six arches over the Goondar was sanctioned to cost of Ru-
Road No. 4.—From Trichinopoly via Thoverencoorch and Madurai to Viridootay and thence to Timevelly. 1st Class—90 Miles within the Madura District.	

Road No. 5.—From Moyloor on Road No. 4 to Pooducottah and Tanjore. 1st Class—29 Miles in length to Pallayasel in the Pooducottah Territory.	pees 8,028-8, of which the Piers and abutments were finished within the year. An estimate will be immediately submitted for further repairs chiefly to tunnels and pavements, to the amount of Rupees 1,197-10. The road as it now is may be pronounced a good one for Bullock carts, but the amount of traffic being large, continual repair is requisite, and a yearly grant for the purpose being desirable, the Civil Engineer has it in contemplation, I know, to submit a fresh proposition for this purpose.
Road No. 6.—From Pudducotay and Arandhan-gy in Tanjore, to Sakai and Coonagoody in the Shevavunga Zemindary. 33 Miles in Length. Road No. 7.—From Arandhan-gy to Ramnad. 39 Miles in Length.	Portions of this road were widened and raised, and some small bridges and tunnels built, under the sanction of the Board for Devanahum Funds under date the 21st October 1852, and of Government for public money, under date the 19th January 1853. A portion of those estimates remain to be completed, and a further estimate will be soon submitted for other repairs which are requisite. The greater part is well laid out and level, but in places, owing to the nature of the soil, gravel is much required to enable carts to pass easily in wet weather. A road of little importance and runs over a naturally favorable soil.
Road No. 8.—From Chittoor Bava Chuttrun in Tanjore to Ramnad and Tutacoorin. 1st Class—about 86 Miles in the Madura District.	Similar to the above, not much frequented. This road lies entirely in the Ramnad Zemindary—the Zemindar having been called upon to undertake repairs to the estimated amount of Rupees 3,883-8, executed Masonry and Earthworks to the value of Rupees 126-12 up to the end of the year—and promises to go on with the estimate. The road is useful to Pilgrims going to Ramaiswarum, and also to the salt trade.
Road No. 9.—Cross road from Ramnad by Mookallatoor and Cumeothai to junction with Road No. 8. 78 Miles in Length.	This is a cross road in the Ramnad Zemindary, and its use being for the most part confined to that estate, its repair is left to the Zemindar, who it is to be feared pays but little attention to it. It lies so much out of observation that I cannot give information as to its present state.

Roads.	Remarks.
Road No. 10.—Cross Road from Ramnad by Mundulmanikam to Madura. 75 Miles in Length.	A cross road in the Ramnad Zemindary, which it is not usual to repair at the Government expense. It stands in need of repair to the amount of Rupees 1,419 according to an estimate made by the Superintending mistry of Shevavunga, which has been sent to the Zemindar.
Road No. 11.—From Trichinopoly via Tirputoor to Shevavunga and thence to Ramnad. 2d Class—74 Miles in the District.	The Superintendent's estimate for this road amounts to Rupees 6,520-3-3, but this is not proposed, owing to the inferior relative importance of this road.
Road No. 12.—Cross Road from Trichinopoly by Culliarcoil to Ramnad.	This road is like the roads Nos. 9 and 10.
Road No. 13.—From Tondy crossing No. 4 near Cottamputti and thence by Nuttun to Dindigul and Carvor. 1st Class—126 Miles in the District.	A very important road to the salt trade, and standing in need of much repair. Of a Surveyor's estimate for the whole line amounting to Rupees 21,768-18, a portion within the limit of Rupees 10,000 has been submitted for sanction, and a rich Natacotay Chetty has promised to build a moderate sized bridge.
Road No 14.—From Tondy to Madura. 1st Class—66 Miles in Length.	Two large bridges over the Oopaur and one over the Sarogany rivers intersecting this road, were sanctioned by the Board under date the 4th March 1852, to be executed from the Surplus Devasthanam Funds. The two former were completed in the year with the exception of parapets and plastering. Of the latter the piers and abutments were built. A considerable quantity of earthwork was done under another estimate of Rupees 6,256-7 sanctioned by Government on the 11th January 1853, which provides also for smaller bridges, pavements and tunnels now under execution. A further sum of Rupees 4,677-6 has been sanctioned on the 5th September 1853 from the Surplus Devasthanam Funds for erecting two large open drains, and for lengthening a bridge on the road in rear of Poovundy tank, in order to provide more waterway for the passage of the surplus of the tank which will be commenced in 1854. This is a road of great importance to the salt trade and Shevavunga estate.

Road No. 15.—From Ramaiswarum by Madura to Dindigul. 1st Class—143 Miles.	The part of this road lying between Madura and Dindigul is under repair, on an estimate of Rupees 7,968-1 sanctioned by Government on the 24th January 1851. The repairs are completed with the exception of the small balance of Rupees 196-3-6. A further estimate of Rupees 1,451-12 for graveling, has been framed by the District Superintendent and submitted to the Civil Engineer. An estimate of Rupees 4,082-1, for repairing a portion of the road lying within Shevavunga Zemindary, was sanctioned by the Board under date the 4th March 1852, to be defrayed from the Surplus Devasthanam Funds, and was executed within the year to the amount of Rupees 2,355-3.
Road No. 16.—From Madura to Sayelgoody in Ramnad and thence to Tutacoorin. 61 Miles in Length.	An estimate was also prepared for the portion lying in Ramnad, and sent to the Ramnad Zemindar, but he does not appear to have commenced. The road is in general well bridged and levelled, but requires a good deal of gravel to render it easy of transit in wet weather. It is a road of great importance.
Road No. 17.—From junction with Road No. 15 near Pellaiputti, to junction with No. 2 at Pulkanoor. Class No. 2—24 Miles in Length.	This road is entirely natural—no disbursement of public money having been made on it. As it lies over Cotton soil, it is very heavy except in dry weather and would cost a large sum if thoroughly made—with exception of 9½ miles, it lies through the Ramnad Zemindary, and is important to the Cotton growers of that estate. When the Cotton road under execution from Arcot-pocotta is completed, it will be very expedient to put it in a thorough state of repair, as it will then be of great importance. The Civil Engineer contemplates making the necessary estimates when the proper time arrives.
Road No. 18.—From junction with No. 15, by Nallacotay and Peracoolam, to Gootaloor at the end of Cumbum Valley. 72 Miles.	This road is in fair order. The re-construction of a bridge on an estimate of Rupees 120-5 sanctioned by Government on the 25th November 1852, has been completed during the year.
	Nothing was done to this road in the year under report, but an estimate of Rupees 1,869-13 was sanctioned on the 20th December 1853 for repairing a portion of road between Peracoolam and Ullinagarum, and will be executed as soon as possible. Another portion of the same road between Chinamangoor and Ootampolliam much requires repair, and will be estimated for by

Roads.	Remarks.
Road No. 19.—From Dindigul to junction with No. 18 at Nelloottah.	the Superintending Maistry. This road is important for the conveyance of the produce of the rich valley between the chief and secondary range of mountains. In good order. This line of road is considered to be highly necessary for bringing the produce of fertile sections of the district into the town of Madura. A portion of the road between Ooslumputty and Madura is impassable for bandies during rainy season, in consequence of the nature of the soil and intersecting streams. The Collector has applied for an increase to his discretionary allowance, with the intention of applying a portion thereof to this road. The branch across the mountains from Devadanaputty is in a very bad condition. The Collector recently passed over it with the Civil Engineer, and the proper manner of improving it was pointed out by the latter, but nothing can be done till a competent Surveyor can be spared to estimate. On the Peracolum Pass, Rupees 1,200 were expended in 1853, and 3,300 Rupees have been sanctioned on the 8th October 1853. This road has been here and there repaired, and two tunnels re-built, at the expense of the Shevagaunga Surplus Dovastanum Funds, but there are parts in bad order. As this road connects Maylore on the high road to Madura, with the branch Cotton road to Tutacootin, it may eventually become of considerable importance. An estimate for constructing a stone pavement of 35 yards, recommended by the Civil Engineer in his diary of general observations for July 1853, was submitted through him for sanction on the 17th December 1853. Further on, to the Timnevelly limits, this road lies over a bad soil, and has had
Road No. 20.—From Dindigul to junction with No. 18 at Nellocottah.	
Road No. 21.—From Devadanaputty or Peracolum, across the Varrahagheree or Pulney Hills, to Pulney.	
Road No. 22.—From Mayloor by Thiroopoonum, to Thiruchuli in Rannad. 3d Class—37 Miles in Length.	
Road No. 23.—From Streecvellapoothoor in the Timnevelly District, to junction with No. 17 at Pachamaliencotay Chuttrum, on the route to Pulkanooth and Pulney.	

Road No. 24.—From Mayloor on No. 4, through the heart of Shevagaunga and Rannad, to Cadagoo Chunnthai on No. 8, on the coast of Rannad.	nothing spent on it. Many years ago, an estimate was framed by the Civil Engineer for its repair, which it is now in contemplation to revise and submit. Is not in very good order, nor of superior importance.
Road No. 25.—From Tiroomungalum, to junction with No. 20 at Ooslumputty. 3d Class 18 Miles.	
Road No. 26.—Cross Road from Tiroomungalum on Road No. 4, via Cheekan Oorney, to junction with Road No. 15 South of Sholavandan.	Repairs to this road, on an estimate of Rupees 1,322-9-0 sanctioned under date the 25th November 1851, were completed during the year. It is very useful to the traffic with the lower part of the Dindigul Valley. Under the orders of the Civil Engineer, a Surveyor has prepared an estimate for repairing this road and constructing several bridges and tunnels, which amounts to Rupees 4,548-1-0; and will be submitted for sanction shortly. It is a very useful cross road.

Madura,

31st December 1853.

R. D. PARKER,

Collector.

Timnevelly Tencasey,
7th October 1853.

FROM C. J. BIRD, Esq.,
Collector,

TO CAPTAIN J. H. BELL,
Secretary to the Board of Revenue,
in the Department of Public Works, Madras.

SIR,

Para 1. I have the honor to submit the annual report on the state of the Roads and communications in this District, for Fusly 1262.

A. D. 1853-53.

2. Of the 25 Roads selected and numbered by the Civil Engineer at the requisition of the Board, the portion of the High Road No. 4, from Madura to Palamecottah, and thence by the Arambooly lines to Travancore, in the limits

Date of sanction.	Amount of Estimate.	Deduct amount expended to the end of Fusly 1261.	Do. Do. in Fusly 1262.	Remaining.	of this District, between Ooseelamputti on the North, and Arambooly Gate on the South, is 107½ miles in length. Of this distance, the por-
13th December 1851.	Rs. A. P. 1,938 11 0	Rs. A. P. 1,391 6 2	Rs. A. P. 632 9 10	Rs. A. P. 411 0 0	
3d March 1852.....	9,090 3 0	2,197 13 4	5,773 6 3	1,118 15 0	
10th January 1853....	1,721 0 0	0 0 0	230 2 7	1,440 13 5	
18th March 1852.....	630 4 0	0 0 0	373 11 5	256 8 6	
1st February 1853....	8,725 1 0	0 0 0	220 9 7	8,504 7 5	
	22,105 3 0	3,499 3 6	7,280 3 2	11,325 7 4	

tions reported on below, making an aggregate of about 13½ miles in length, have during the Fusly under report been improved at an outlay of Rupees 7,280-8-2 out of Rupees 22,105-3-0, sanctioned by Government on the dates noted in the margin.

3. The portion between Ooseelamputti on the borders of Madura and Virdooputti, a distance of 4½ miles, has been metalled on an Estimate of Rupees 1,938-11-0, sanctioned by Government under date the 13th December 1851. The road for a length of 3½ miles in the limits of Olaycaraputti, has been put into good order on the Estimate of Rupees 9,090-3-0, sanctioned by Government under date the 3d March 1852—for improving a portion between Ooppaday and Gengacoondan, distance 4½ miles. Government having sanctioned an Estimate of Rupees 1,721 on the 10th January 1853, work is now under progress. A portion for a length of one mile, south of Palamecottah, in the limits of Coolamanickapoorum and Cowlunijapoorum, is undergoing repair on an Estimate of Rupees 1,066, sanctioned by Government on the

18th March 1852. Of the above sum, only 630-4-0, being the cost of Masonry works and the cart hire for gravel &c., will be borne by Government, the levelling and tamping the surface of the road, and spreading gravel, above estimated for at Rupees 435-12-0, being under execution by convict labor.

4. For re-gravelling the road between Covilputty and Ooppaday, about 19½ miles, an ordinary Estimate of Rupees 2,232 was sanctioned by Government on the 24th June 1853, and the work is about to be commenced. A portion between Shade Khan's Choultry and Moodookrisna Naiken's Chattrum, 2½ miles in length, is undergoing repair on an ordinary Estimate of Rupees 160-10-0, sanctioned by Government on the same last mentioned date. The repairs to another portion for a distance of 5 furlongs, in the limits of the Vullyoor Talook, for which an ordinary Estimate of Rupees 342-3-0 was sanctioned by Government on the above date, will be commenced immediately. The Estimate amounting to Rupees 9,956-1-0 prepared by the Civil Engineer, for the formation of the road over the cotton soil between Santoor and Olaycaraputti Bridge, a distance of 4½ miles, having received the sanction of Government under date the 30th August last, the work will be put in hand as soon as possible.

5. Another Estimate, amounting to Rupees 327, made by the Civil Engineer for extending 4 Tunnels on the above line of road south of Palamecottah, is now before the Board.

1. Anoomandy in Vullioor Talook.
2. Numbear river in Do. Bridge of 5 arches of 40 x 10 each.
3. Tambraipooray in Nelliambalam Talook.
4. Chittur in Ottapedaram Talook.
5. Ooppaday in Do.
6. Jungle stream south of Ausoor Oday in Ottapedaram Talook, Bridge of 3 Vents.
7. Ausoor Oday in Do. Bridge of 14 Vents.
8. Nully Oday in Santoor Talook.
9. Santoor river in Do. Bridge of 15 Arches of 40 x 10 each.
10. Vencataiswarapoorum Oday in Do.
11. Kathakunputty* Oday in Do. Bridge of 22 Vents.
12. Vaipalagutti river in Do. Bridge of 9 Arches of 30 x 7½ each.
13. Virdooputti river in Do. Bridge of 50 Vents of 9 x 8 each.

6. The rivers and streams which intersect the above road, are described in the margin. Of them Nos. 1, 3, 4, 5, 8, and 10 have been bridged, and the Estimates for bridging the remainder are now before the Board, with the exception of that for the Virdooputti river, which having been sanctioned by Government under date the 1st February 1853, the work is now in progress, and the necessary

measures have been adopted to complete the foundations and the piers above before the commencement of the North East Monsoon, as directed by the Board and Government, leaving the superstructure to be put in hand in the coming year 1854.

* This bridge having been sanctioned on the 26th September, orders have been issued for the preparation of materials for the same as well as for Nos 9 and 12, in anticipation of sanction from the Government of India.

7. The total length of the Road No. 2 from Tinnevely via Sunkernarcoil to Streevellypootoor is 60 miles, of which the portion between the latter place and Alageapandiapoorum, about 47 miles, underwent repairs previous to 1841, but is now as bad as if nothing had ever been done to it. The southern

415 yards in length in the limits of Thareecolum repaired in 1851 and 1852, at a cost of Rupees 124-15-1.

1056 yards in the limits of Saithoorover Vootho-paroombo in 1852, at a cost of Rupees 132-14-0, and Rupees 93-7-0 have been expended in the above limits in 1853, in completing a length of 1056 yards commenced during the year before.

portion 3 bridges have been constructed and are open to traffic, one over a Channel at Ramayenputty near Tinnevely, on an estimate, including some earth-work in its neighbourhood, of Rupees 535-2-0, being part of a sum of money in dispute between 2 parties who have agreed to have it applied for the above purpose, and the other 2 across the Chittaur river and the Pilliar-colum supplying Channel close by, on an estimate of Rupees 10,708-4-0 sanctioned by Government under date the 11th October 1851, to be defrayed from funds obtained by voluntary contributions as reported in Fuslies 1260 and 1261.

8. The cross road between Covilputty and Ettiapoorum, 9½ miles in length, which was reported under progress for Fusly 1261, is now completed.

From Streevelly-pootoor to Sevacausey.	Road work done.					
	Earth.		Gravel.		Broken stone.	
	M.	F. Y.	M.	F. Y.	M.	F. Y.
	6	7 216	2	1 142	0	3 151
	Masonry works.					
	Bridges, Tunnels, Pavements.					
	Completed.....	5	5	1		
	In progress.....	1	0	1		

From Ettiapoorum to Tutacorrin.	Road work.					
	Earth.		Gravel.		Broken stone.	
	M.	F. Y.	M.	F. Y.	M.	F. Y.
	5	2 195	0	0 26	0	1 62
	Masonry works.					
	Bridges, Tunnels, Pavements.					
	Completed.....	0	0	1		
	In progress.....	0	0	0		

10. The remaining branch between Arcopocotta in Madura District and Ettiapoorum, the length of which is 26½ miles, entered this District in September 1852, and the extent of work performed to 31st August is shown in the margin.

	Road work.					
	Earth.		Gravel.		Broken stone.	
	M.	F. Y.	M.	F. Y.	M.	F. Y.
	6	0 30	5	1 41	4	5 29
	Masonry works.					
	Bridges, Tunnels, Pavements.					
	Completed.....	1	1	3		
	In progress.....	1	0	1		

Road No. 9 from Palamcottah via Auluncolum to Tencausey, and junction with Road No. 1.

11. There are five miles of this road where the soil is so bad, between Tinnevely and Auluncolum, that it will be necessary to have a regular Estimate made and submitted for sanction to repair them, the remaining portion can be kept in repair with the means we possess.

12. The subscription Bridge across the Hurriharazuddy river in the limits of Elunjee in the Tencausey Talook, estimated for at Rupees 2,147, and referred to in the 4th para of my last year's report, is now completed, and is found a great public convenience.

13. The platform Bridge across the Coonoogoody Channel in the above limits, for which the Estimate amounted to Rupees 165-8-0, to be defrayed from the funds raised by voluntary subscriptions, has been completed at an expense of Rupees 148-9-11.

14. The amount subscribed for the above said 2 Bridges was Rupees 2,400-2-10, which has been fully paid. Deducting Rupees 2,204-13-3 and Rupees 99-7-0, the cost of the Bridges and gravelling the approaches on each side of the same for a total length of 2,198 yards, there remained Rupees 95-14-7, which added to the sum of Rupees 46-8-0 recovered from the sale of old materials &c., left in hand Rupees, 142-6-7. Of this sum Rupees 94-9-6 and Rupees 32-2-0 are going to be laid out in constructing rough stone revetments for a length of 84 yards on the sides of the road where it skirts the water-shed of the Seevalapairy Tank, and in inserting an inscription stone into the Parapet wall of the large Bridge, for commemorating the circumstances under which it was built, and the remainder Rupees 15-11-1 will be held available for any further improvements that may be judged necessary.

Road No. 10 from Tencausey, via Umbasamoodrum and Calacaud, to junction with Road No. 4 at Panagoody.

15. For repairing the bad portions between Umbasamoodrum and Panagoody, distance about 50½ miles, an Estimate of Rupees 3,170-3-4 was sanctioned by Government under date the 10th January 1853, and the work is now in progress.

16. A portion of the above road in the Tencausey Talook limits, which was repaired in 1851 at a cost of Rupees 200 from the annual discretionary allowance, is in good order. In 1852 a new and more direct line, from the 5th mile stone, south of Tencausey to junction with road No. 9 at or near the 1st mile stone was opened at an expense of Rupees 95, defrayed from funds procured by the sale of avenue clippings and by voluntary subscriptions. This new line which shortens the distance by about 2 miles, is intersected by a consider-

able stream, the Alothlakanneerai in the limits of Goonaramanelloor in the Tenenisey Talook, for bridging which an Estimate of Rupees 1,956-9-0 was submitted to the Board through the Civil Engineer on the 28th January 1853, and the sanction of Government* for the same is requested, as it is essentially necessary to keep open the communication at all seasons.

Road No. 11, from Tinnevely via Sharamadavy, to junction with Road No. 10 at Culladaenorehy.

17. For raising and gravelling this road, and for constructing revetments on both sides between Sannanthapermalcovil Bridge and Chembunddy Mandapam, a distance of 564 yards, Government sanctioned an Estimate of Rupees 606-13-0 on the 10th January 1853, and the work is under progress at present, and will be completed it is hoped in a few months.

Road No. 12 from Palamcottah to Trichendoor, or to Aurmooganary Salt pans.

18. For constructing Tunnels and Bridges between Palamcottah and Saithoonganellloor, 7 miles distant, and for lengthening 3 Tunnels on the raised causeway between Caroogolam and the Velloor Tank surplus in the Streevygoontum Talook, 2 Miles in length, and also for constructing a Tunnel near Aramempoorum in the Punjahmal Talook, an Estimate of Rupees 1,096-11-0 was sanctioned by Government under date the 13th February 1851, and the works have been fully completed. A portion of the above road in the limits of Vailoor and Thendripari for a length of 2,842 yards, has been raised and gravelled at an expense of Rupees 839-6-11, defrayed from funds raised by voluntary subscriptions. In the limits of Vailoor and Theneuray the road is now being gravelled, from a sum of Rupees 207-10-2 procured by voluntary contributions. The amount required in addition to the above for completing this latter portion, is Rupees 361-3-10 as per Estimate prepared by the Marahmut Superintendent. A portion in the limits of the Vedoogramam Talook has been raised for a length of 2,932 yards at an expense of Rupees 324-10-0, defrayed from the sale proceeds of avenue clippings of the last and current years. Besides this a Tunnel is under construction in the limits of Moolapooly in the Punjahmal Talook on an Estimate of Rupees 46-10-0, being part of the annual discretionary allowance for the current year 1853.

19. The stone paved causeway across the surplus of Cadurabah Tank on the above road in the limits of the Punjahmal Talook, for which an Estimate of Rupees 1,636-14-0 was sanctioned by Government under date the 8th June 1853, will be commenced shortly—materials are now collecting for it. For raising the portion between Annmenpoorum and Aurmooganary, 2½ miles in

* Sanctioned 15th March 1854.

length and for constructing Tunnels on the same an Estimate of Rupees 775-10 was sanctioned by Government on the 17th January 1851, and the work is now completed.

Road No. 13 from Streevygoontum to Palayacoil Salt pans.

20. For repairing the bad portions of this road between Palayacoil and Eroovuppapoorum distance about 4½ miles, and for constructing 8 Tunnels on the same, an Estimate of Rupees 1,305-3-1 was sanctioned by Government under date the 17th January 1851, and the work has been fully completed during the year under consideration. For raising a portion of the above road in the limits of Eroovuppapoorum, not included in the above Estimate, and for constructing 5 additional Bridges and Tunnels on the same, an ordinary Estimate of Rupees 315, and an occasional Estimate amounting to Rupees 929 were sanctioned by Government on the 8th February and 9th August 1853 respectively. The former work is under progress, and the latter will soon be commenced.

Road No. 20 from Ettiapoorum via Munjanaikenputty &c., on Road No. 8 to Streevygoontum, or via Peroogolam and Yairel, to junction with Road No. 12 at Cooroomboor.

21. For raising and gravelling defective portions of this road in the limits of Cooroomboor, for a length of 1½ mile, an ordinary Estimate of Rupees 179-14-0 was sanctioned by Government, under date the 24th June 1853, and the work will be commenced as early as possible.

Road No. 22 from Palamcottah via Singecolum, to junction with Road No. 10 at Kalacaud.

22. For raising the road for a length of 680 yards, and constructing 3 Platform Bridges in the limits of Coblamanickapoorum in the Nellianabalam Talook, an Estimate of Rupees 274-4-0 was prepared by the Marahmut Superintendent; of which the earthwork to the value of Rupees 122-13-0 was performed from funds procured by the sale of Avenue cuttings, and the Masonry works estimated for at Rupees 151-7-0, and sanctioned by Government under date the 10th January 1853, are under progress, and will be completed in the current year. For improving the same road in continuation of the above work, for a further distance of about 1½ mile, an Estimate of Rupees 918-10-0 was prepared by the Marahmut Superintendent, and forwarded to the Civil Engineer on the 16th July last, with a request that it might be submitted to the Board, for the purpose of the sanction of Government* being requested for the cost only of Masonry and Cart hire for gravel, as the earth-

* Sanctioned 20th December 1853.

work can be performed either by convict labor, or from sources independent of the public charge.

23. For constructing a cross road of 2 miles in length, from Areekasavanelloor to junction with road No. 11 at Brummadasum, and for enlarging a Platform Bridge across the Cunnadian Channel on the above road, Government sanctioned under date the 26th January 1853, two Estimates amounting to Rupees 1,376-3-0 and Rupees 243-5-0, to be borne in equal shares by the Ryots and Government, after deducting from the former Rupees 95 procured by the sale of Avenue cuttings. These several works are under progress, and it is hoped will be completed by the end of the current year.

24. The enclosed is the Tabular Statement called for by Government in Para 23 of Extract from the Minutes of Consultation, under date the 11th January 1853, prefixed to the Board's order dated 3d March following.

25. In paras 20 and 21 of the above quoted Extract from the Minutes of Consultation, Government remark with some disapprobation, the unsatisfactory amount of work which was executed during Fusly 1261, under sanctioned Estimates, on the Cotton Roads, and those between Palancottah and Travandrum, and from Streerygoontum to Paliacoll, and the entire want of road repairs executed by the ryots at their own charge. I trust that Government are now acquainted with the cause of these shortcomings, and having come to know of the strong antipathy which the labouring classes here manifest to road work, will not ascribe the blame to any want of zeal on my part in pushing forward improvements of the highways of the District.

26. In obedience to the wishes of Government expressed in Minutes of Consultation dated 30th August 1853, endeavours will now be made to introduce a system of voluntary attendance of work-people on the roads, and I trust that eventually success will attend them; but it is not unlikely that at first the labouring classes will choose to ascertain the certainty of their emancipation, by declining to engage in these works on any reasonable terms. In such case I presume it will be necessary to dispense for a time, with the expensive superintendence which is now kept up.

27. With respect to maintaining the cross roads in serviceable order, I had hoped for a favorable result from my application for increased means dated 2d August 1852, in reply to Extract from the Proceedings of the Board of Revenue in the Department of Public Works of 19th July preceding. Very little I find can be done by unpaid services in the District, and nothing of which the benefit could be expected to remain beyond the first trying state of weather.

28. The recent permission* to appropriate the proceeds of grass rents, &c. to local improvements, will it is reckoned place at our disposal about 250 Rupees annually, and the average yearly means derived from sale of avenue clippings, amount to about 660, which added to the discretionary allowance of Rupees 450, aided by occasional contributions from the people, will enable us to accomplish a good deal in the way of repairs, but still not nearly as much as is required.

I have the honor to be &c.,

(Signed) C. J. BIRD,

Collector.

No. 10.

FROM T. B. A. CONWAY, Esq.,

Agent to the Governor of Fort St. George at Kurnool,

TO CAPTAIN J. H. BELL,

Secretary to the Board of Revenue, Department Public Works.

SIR,

I have the honor to submit the required Report, on the roads and communications of this District, for the year 1853.

	Rs.	A.	
Tummarazpully ghaut	970	2	opening up of the Tummarazpully ghaut, on the new and direct line between Kurnool and Cunnahum; the repair of small portions of the Cuddapah line, which were previously impassable during the rains; and the construction of a small bridge over a nullah, near the village of Condagootoor
Road near Chagulinurly towards Cuddapah	665	6	
Road through the Town of Sirwell (Cuddapah line)	84	4	
Road through the village of Yerragontla (Cuddapah line)	104	0	
Bridge over a nullah near Condagootoor	139	0	
Total	1,962	12	The aggregate cost of the above works, was Rupees 1,962-12.

3. Mr. Lushington in his Report, dated the 7th February 1851, showed how little had been done in improving the means of communication in this district, since its resumption, and suggested the survey of the three existing main lines of road, viz. to Bellary, Gooty, and Cuddapah, in view to the formation of good roads; also the thorough examination of the different tracts by which laden bullocks now pass from the coast to this district, through the Nullah Mullah range of hills; and the erection of a bridge across the Hendree river at Kurnool; but until the past adverse season necessitated the employment of the poor, nothing had been done in furtherance of these important objects,

owing chiefly to the Engineer Officer being unable to give his time and attention, to the wants of this portion of his charge.

4. Since the employment of the poor, 20 miles of road from Kurnool to Codanoor (the boundary of the Bellary district) have been formed, which however yet requires the nullahs, &c. intersecting the line, to be bridged, and the defects in its construction remedied. About 27 miles of road has also been formed on the Gooty line, leaving 13 miles to complete the extent within the limits of this district, and about 18 miles have been formed on the Cumbum line, and 42 miles require to be done.

5. Lieutenant Walker, the Civil Engineer, has submitted a proposition Letter to the Board dated 3d June 1854. for completing the above lines, which the Board will no doubt give their support to; but I would beg to urge upon the Board the importance of having a resident Engineer Officer in the district, as the most effectual means of carrying out any extensive measures for improving and extending the means of communication throughout the district. The Civil Engineer has too extensive a charge, to admit of his remaining for any lengthened period in the district, without which he cannot become personally acquainted with its wants, and it is obvious that frequent personal intercourse between the professional and Revenue Officer, must be advantageous in forwarding improvements.

6. Owing to the want of professional agency, the Government have withheld their sanction to the erection of a bridge over the Hendra river, a work which is of the greatest importance to the district. There would be abundant occupation for a professional officer, whilst that work was in progress, and in directing the work of the road Superintendents, and in surveying and estimating for the following roads which are required to complete the lines of communications in this district, and I trust the services of an officer will be given as early as practicable.

1. Road from Chugulmurree situated at the southern limit of the district to Monoccondah, on the Kistnah river, being the direct road from Cudadah to Hyderabad, passing through Cusbah Seerwel, Cusbah Nundial, and the centre of the Nundicotcoor talook.
2. Road from Kurnool via Gadedamudongoo Cusbah Nundicotcoor to Cusbah Atcoor, and from thence over the Nullah Mullah hills, in order to open up the communication between Kurnool and Guntoor, and the Northern Circars.
3. Road from Nundial via Yelgode to Atcoor, to connect the Cusbah station of each talook.
7. In conclusion I beg to express my great regret, that the Board should

have had such repeated occasion to call on me for the early submission of this report, and my only apology is, that I am overworked with the numerous duties I have to perform, and have suffered so much in health from exertion and exposure during the past year, having had no experienced Assistant to relieve me of any part of my more important duties, and there has been such an increase of criminal cases, that I have been led, I admit, culpably to neglect the requirements of the Board.

Kurnool,
Government Agent's Office,
16th September 1854.

I have the honor to be, &c. &c.
T. B. A. CONWAY,
Agent to the Governor.

Tabular Statement showing the progress of Road improvements in the District of Kurnool during the year 1853.

Number.	Talook.	Names and nature of work.	Works sanctioned by Govt.			Works proposed by the Collector and under the consideration of the Board.	Works recommended by the Board but sanctioned for which has been deferred by Government.	Remarks.
			Completed.	In progress.	Not yet commenced.			
1	Nandikotkur.	Improving the Cuddapah road near Chagumrury.....	1					This work was sanctioned on the 23d January 1853 on an estimate for Rs. 480-8-0, and on the 11th Aug. for Rs. 184-14-0 an additional estimate was sanctioned. Work performed to the extent of Rs. 247-8-3 and the remainder is in progress. This work was sanctioned on the 9th Aug. 1853. It is not yet commenced but materials for the work are collecting. This work was sanctioned on the 12th Aug. 1852 for Rs. 82-4-0, and it is completed according to the estimate. This work was sanctioned on the 9th Aug. 1853 for Rs. 104, and is completed. This work was sanctioned on the 9th Aug. 1853 for Rs. 970-2-0. It is completed, and work performed according to the measurement is Rs. 943-15-4. This work was sanctioned on the 19th Jan. 1853 for Rs. 139-0-0, and is completed. This work was sanctioned on the 20th Oct. 1853 for Rs. 183-4. It is not yet commenced, but materials are being collected.
2	Chagumrury.	Do. village road from Yadavada to Ohumpully.....		1				
3	Strwell.	Do. the road in Cusbah Sirwell.....						
4	Panichem.	Improving the Cuddapah road through the village of Yerragoonda.....	1					
5		Improving Tummarazpully Ghaut.....	1					
6		Constructing a small bridge over the Nullah near Condagootoor..	1					
7	Nandikotkur.	Constructing a small bridge across the Chontecoontalavagoo on the Cuddapah road between Kurnool and Gadellamudogoo.			1			

Kurnool, Government Agent's Office, 16th September 1854.

T. B. A. CONWAY, Agent to the Governor.

Sanctioned Works.		Date of Sanction.		Amount of Estimate.	Amount of Work performed.	Amount of estimate recommended, and under consideration of the Board of Revenue.	Amount of estimate and date of submission; recommended to Government and not yet sanctioned.	Remarks.
Ganjam.				R. A. P.	R. A. P.			
Berhampore to Russelcondah.....	Do. to Gopaulpoor.....	31st May	1853	68,583 4 10	8,000 0 0	.....	.....	
Calingapatam to Chicacole.....	Koinjoor and Sohunpoor	28th January	"	5,302 5 8	2,000 0 0	.....	.....	
Russelcondah to Koinjoor.....	Bridges and Metalling Road from Berhampore to Russelcondah as 1st class road.....	8th April	"	10,946 9 0	10,946 9 0	.....	.....	
		12th do	"	8,496 9 0	8,496 9 0	.....	.....	
		15th December	"	28,700 0 0	Not commenced.	.....	.....	
		19th do	"	1,42,246 0 0	.....	.....	.....	
Vizagapatam.				2,64,274 12 6	25,704 9 0	2,38,570 3 6	.....	
Ankapilly to Vizagapatam.....	Chittevulsah to Yamoolawalsha to Vizagapatam	24th March	"	8,722 8 5	Completed.	.....	.....	
		do	"	7,065 14 0	Do.	.....	.....	
Rajahmundry.				15,788 6 5	15,788 6 5	.....	.....	
Road from Nursapoor to Cocarapurroo	Road, bridges and tunnels on road from Do. to do.....	27th July	1847	7,470 13 0	7,470 13 0	.....	.....	
		5th January	1849	5,823 15 0	5,381 0 3	.....	.....	
Road from Cocanada to Samulcottah.	Road from Do. to Neelapillee....	7th October	1853	6,058 4 0	Commenced.	.....	9,796 13 8	
Repairing road between Rajahna-grum and Dhurmaveram.	Repairing different cross roads.	21st do	"	4,496 7 0	21 0 0	.....	15th March 1849, No. 160.	
Repairing particular lines of roads	Repairing road from Nursapoorum to Vijaswarum.....	20th December	"	2,139 15 0	Commenced.	.....	.....	
Repairing road from Rajahmundry to Dowlaishwaram		24th do	"	4,250 0 0	Commenced.	.....	.....	
		24th do	"	3,500 0 0	.....	.....	.....	
		24th do	"	750 0 0	.....	.....	.....	
Masulipatam.				34,479 6 0	12,872 13 3	21,606 9 0	.....	
Constructing a bridge over the Pool-lairce channel near Palafata village.....		17th February	1852	1,020 15 0	No report.	.....	.....	

Sanctioned Works.	Date of Sanction.	Amount of Estimate.	Amount of Work performed.	Amount of Estimate under consideration of the Board of Revenue.	Amount of Estimate and date of submission; recommended to Government and not yet sanctioned.	Remarks.
Repairing road from Manipatam to Ellore and Bezoarah	31st January 1851	R. A. P. 11,431 12 3	R. A. P.			Not commenced, as the Civil Engineer proposes to take an early opportunity of seeing and judging of the state of the roads.
Repairing high road from Masulipatam to the boundary of the Nizam's Territory .....	.....	.....	.....	.....	1,73,369 11 4 28th July 1853, No. 57.	
Repairing Chinnapoor Canal	23d July 1853	7,873 5 4				This work is not commenced, owing to the difficulty of getting coolies.
<i>Guntur.</i> Constructing a Platform bridge over the Aramundee (Alingulah) on road from Ponnore to Tenally	10th March 1851	20,376 0 7 719 15 0	52 15 7			These works were suspended until the extent of the change in the levels of the channels, consequent on the construction of the Kistna annicut, is ascertained.
Constructing a Platform bridge over the Commamoor channel near Chinna Lingyoppalem on road from Innacondah to Nizampatam, &c.	do "	2,010 12 0	58 4 0	.....	.....	
Forming a raised road cross the wet lands near Sandole and constructing tunnels in the same, on road from Guntur to Nizampatam	25th November "	1,360 3 0	814 8 10	.....	.....	
Improving district road from Guntur to the village of Munchalla	8th February 1853	8,622 1 0	2,11 4 3	.....	.....	
Constructing tunnels in road leading from Guntur to Cumbum	19th April "	900 0 0	50 0 0	.....	.....	
<i>Nellore.</i> Constructing bridge and drains on the road to Cuddapah	27th April 1850 8th July 1851 1st March 1853	13,612 15 0 7,752 15 0	4,57 11 8 7,33 15 0	9,05 3 4		
Constructing a bridge of five arches over Beeraparee river in road to Cuddapah	31st March 1851 26th September 1853	5,727 7 0	682 10 3	.....	.....	
Cutting and uprooting the Jungle on road to Cuddapah	9th May 1851	715 13 4	715 13 4	.....	.....	

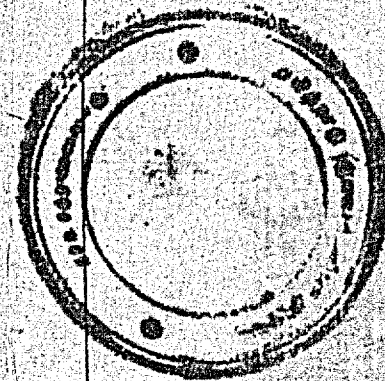
Repairing portion of road from the Nellore Fort Gate to the Court House	7th 1852	2,137 8 0	2,137 8 0			This work is completed, but the construction of drains sanctioned 24th Nov. 1853 Rs. 342-13 has been ordered.
<i>Cuddapah.</i> Road from Chennai to Cuddapah	5th 1852	16,314 11 4	11,169 14 7	5,144 12 9	.....	
Repairing the approaches to two bridges, and repairing road near Markapoor village and a portion of road in Pooleveed limit	5th 1852	6,435 10 4	3,552 5 8	.....	.....	
Tracing a new road over the Nundy Canama Pass	25th "	2,143 4 6	1,779 5 9	.....	.....	
Constructing two bridges across the Boogga and Ralla rivers between the Cantonment of Cuddapah	13th 1853	15,698 5 6	699 2 10	.....	.....	
Repairing road from Koontanully-paud in Nellore to Budwail in Cuddapah via Doranala pass	13th "	20,162 5 5	238 5 10	.....	.....	
		16,296 6 10	Commenced.	.....	.....	
<i>Bellary.</i> Bellary to Bangalore	4th 1851 20th " 20th 1853 6 " 28th 1851 17th 1852 18th 1853 8 "	60,736 0 7 17,962 11 0 3,037 5 0 801 13 0 4,543 2 0 28,744 15 0 11,489 4 0 6,799 8 0 3,969 7 4 647 3 0	6,269 4 1 8,397 5 0 8,815 3 3 587 12 0	54,466 12 6	.....	
Bellary to Humsaugur	16th 1852			.....	.....	
Ramandroog to Bavelhully .....				.....	.....	
<i>Canara.</i> Munzerabad road	2d 1845 3d 1848 1850 2 by the Board 1852 1853 1848 1853 3 by the Board 1849 1850 1851 1851 1852 1853	77,995 4 4 89,785 4 5 77,088 9 2 9,732 3 0 4,086 4 6 5,987 13 7 2,068 11 0 5,151 13 0 1,000 0 0 4,000 0 0	17,830 4 3 81,356 9 3 76,729 10 10 9,718 12 1 4,082 1 1 5,703 5 2 1,550 11 6 5,032 10 9 4,609 8 2	60,195 0 1	.....	
Devamunny road .....				.....	.....	
Jaloor to Cassergode .....				.....	.....	
Eckumby to Samasghee .....				.....	.....	
Perdoor to Mulpay .....				.....	.....	
Coompta Sea Custom House road .....				.....	.....	
Yellapoor to Kirwutty .....				.....	.....	
Guersappa Ghaut Trace .....				.....	.....	

Sanctioned Works.	Date of Sanction.	Amount of Estimate.	Amount of Work performed.	Amount of estimate recommended, and under consideration of the Board of Revenue.	and date of submission to Government and not yet sanctioned.	Remarks.
		R. A. P.	R. A. P.			
Sanecuttia to Tuddry.....	11th December 1851	2,503 13 2	2,503 3 7	.....	.....	
Hullial to Marincoppa.....	24th February, 26th March and 2d May 1853	3,531 11 1	3,184 6 2	.....	.....	
Ankela and Arbyle Junction road.....	23d October 1852	6,714 6 9	3,220 5 6	.....	.....	
Widening the Arbyle Ghaut from Yellapoor to Meerjan	Do "	3,750 0 0	1,581 0 1	.....	.....	
Byndoor to Butkul.....	22d November "	1,700 0 0	816 7 3	.....	.....	
Repairing and improving the Neelcoond Ghaut.....	5th May 1853	5,000 0 0	Not commenced.	.....	.....	
Hullial to Mallapoor including Singawaree Ghaut.....	13th August "	9,850 0 0	.....	.....	.....	
Cross road from Juggulpett to Sum-sody through Soopah	Do "	1,000 0 0	.....	.....	.....	
Road to the top of the Coompta Hill for a new Light House	15th July "	500 0 0	.....	.....	.....	
Timber Bridges on the Sircy and Siddapoor road.....	8th October "	9,960 3 9	.....	.....	.....	
Timber Bridges on the Yellapoor and Meerjan road by Arbyle Ghaut .	Do "	31,917 3 5	.....	.....	.....	
		2,75,333 0 10	2,00,138 11 5	75,194 5 5		
<i>Chingleput.</i>						
Cross road from Chingleput to Conjeveram	25th November 1851	6,917 13 2	6,019 9 0	.....	.....	
Road from Conjeveram to the High Western road	Do "	2,394 3 0	2,394 3 0	.....	.....	
Road from Conjeveram to Tindevanum vis Tellar from the Pagoda Funds	1st July 1853	2,079 15 3	Commenced.	.....	.....	
Road from Chunambut to Tindevanum	16th June "	1,794 0 0	Commenced.	.....	.....	
		13,185 15 5	8,413 12 0	4,772 3 5		
<i>North Arcot.</i>						
Arnee to Poloor and from Poloor to Trichinopoly.....	22d April 1852	1,223 6 0	Commenced.	.....	.....	
Chittoor to Kircumbandy.....	21st September "	15,878 11 0	Do.	.....	.....	
Bazaar road of Tirrittoor on road from Arnee to Wandiwash.....	26th January 1853	1,064 10 0	Do.	.....	.....	

Conjeveram to Tellar	1st July 1853	11,560 3 8	Commenced.		
Yellapoor to Arnee	20th February 1854		Do.		1,841 15 0
<i>South Arcot.</i>					
Road from Porto Novo to Chellumbram.....		29,730 3 8			
Cuddalore to Altoor on Salem Frontier.....	28th October 1853	66,250 3 8			3,230 13 0
Constructing a bridge across the Vuddavaur at Nautaramungalum on road from Munnargoody to Oodiarpollem &c.....	27th January 1852	4,730 0 0	2,120 3 5		10th November 1851 No. 729
Constructing 3 bridges in the limits of Cottacooppum near Pondicherry on the Coast road to Madras.....	17th February "	600 0 0	664 15 0		4th do 1852 " 719
Repairing road from Vellaur to Cole-roon on the line leading to Combaconum.....	9th December 1851	1,250 0 0	882 10 8		
Repairing road from Chellumbram to Lalpett.....	Do "	1,450 0 0	Commenced.		
Repairing road from Lalpett to Oomamapollioor.....	Do "	990 0 0	Do.		
Constructing road from Veeranum Tank up to its junction with the Chellumbram high road.....	11th December 1852	2,470 0 0	Do.		
<i>Salem.</i>					
Improving Tapoor Ghaut, From Chuttrum funds 1,948 7 2	4th April 1853	3,290 0 0	1,469 0 0		
From Cart funds 1,350 12 11					
Opening a Cattle Ghaut from the Shervaroy Hills to Darampoory.....	2d July "	10,000 0 0	In Progress.		
Do from do to Salem.....	14th November "	3,500 0 0	Do.		
<i>Tanjore.</i>					
Altering the bridge over the Modicondaun on road from Negapatam to Myaveram	31st January 1851	602 0 0	602 4 0		
Do do on road from Myaveram to Trivalore.....	Do "	1,498 0 0	1,498 0 0		
Enlarging the waterway of the bridge over the Kankyaur on Sheally and Tranquebar road....	24th October "	1,560 0 0	1,366 4 0		
Repairing and tunnelling the road from Combaconum towards Madras.....	30th January "	4,410 0 0	2,074 6 0		
Repairing road from Tanjore to Negapatam.....	Do "	2,140 0 0	2,140 11 0		
Do from Tranquebar to Sheally....	Do "	847 0 0	527 11 0		

Sanctioned Works.		Date of Sanction.		Amount of Estimate.		Amount of Estimate recommended, and under consideration of the Board of Revenue.	Amount of Estimate recommended, and date of submission, to Government and not yet sanctioned.	Remarks.
				R.	A.	P.	P.	
Bridge over the Serravallo Cottavasul Surplus on road from Karkikal to Combaconum via Nauchiar-goody.....		30th January	1851	632	0	0	0	
Tunnel on road from Moottoopettah to Tritorypooddy.....		18th March	1852	510	6	0	0	
Constructing Tunnels and repairing road from Moottoopettah to Vaduramum.....		Do	"	584	2	0	0	
A bridge over the South Rajah Vorkal on road from Olagacherry to the Coleroon Anicut.....		Do	"	952	2	0	0	
Constructing a bridge over the Maharaja Samudram on road from Trichinopoly to Adraupatam.....		11th June	"	6,000	0	0	5	
Do over the Cumanaur on road from Manargoody to Adraupatam.....		Do	"	5,002	0	0	3	
Estimate Rupees 4,872 0 0.....							0	
Altering the Valapaur bridge and repairing the road from Myaveram to Trivalore.....		10th August	1852	1,265	0	0	11	
Altering the Pottur bridge on the same road.....		Do	"	1,173	12	0	10	
Adding a vent to the Modecondaun bridge on the Mannargoody and Combaconum road.....		Do	"	768	0	0		
Altering the Soollenaur bridge on the same road.....		Do	"	905	10	0		
Enlarging the Oopenaur bridge on road from Tranquebar to Negapatam.....		Do	"	1,482	10	0	0	
Enlarging the Oopenaur bridge on road from Sheally to Tranquebar via Myaveram.....		Do	"	1,422	6	0	6	
Constructing a bridge over the Pamanayaur on road from Moottoopettah to Adraupatam and Puttoocottah (From Pagoda Funds).....		29th September	1851, out of 70,000 Rupees.	7,382	10	0	9	
Three bridges and tunnels on road from Negapatam to Tritorypooddy (From Pagoda Funds).....		16th November	1851, out of 70,000 Rupees.	10,766	8	0	13	

Earthwork on the same road (From Pagoda Funds).....	5th March 1852, out of 70,000 Rupees.	3,142	1	0	2,544	11	0
Gravelling part of the road from Tanjore to Trichinopoly and constructing bridges &c.....	11th January 1853	4,203	7	0	3,540	1	0
Repairing part of road from Combaconum to Tranquebar and constructing tunnels.....	23d May "	4,224	11	0	.....	.....	.....
Repairing and tunnelling the road between Manargoody and Trivalore.	Do "	3,717	2	6	.....	.....	.....
Constructing tunnels on the road leading to several Salt Pans attached to Adraupatam and Arsanaghady.	19th January "	799	5	5	663	0	0
Tunnelling the road from Moottoopettah to Puttoocottah.....	22d February "	803	6	0	700	0	0
Straightening Cumanaur and raising part of the road from Manargoody to Adraupatam and constructing tunnels.....	14th January "	1,330	1	6	1,057	7	0
Tunnelling the road from Trichinopoly to Adraupatam.....	22d February "	2,757	5	0	2,532	11	0
Forming a road with tunnels from Peralum to Tamanaioogy in completion of a cross line between Peralum and Karkikal.....	3d Do "	564	4	0	443	5	0
Adappaar bridge over anicut on road from Negapatam to Tritorypooddy (From Pagoda Funds).....	12th August 1852	1,800	0	0	.....	.....	.....
Road between Vyde Esuren Covil and Punthanellore.....	30th August 1853	5,222	1	1	.....	.....	.....
Bridge on road between Vyde Esuren Covil and Punthanellore.....	5th May "	6,660	0	0	.....	.....	.....
Road between Mannargoody and Adraupatam.....	30th August "	6,625	6	0	.....	.....	.....
Bridge over the Trimulrajear in the French limits on road from Negapatam to Tranquebar via Karkikal at the joint expense of the English and French Governments (From Pagoda Funds).....	25th September 1850	English portion 5,000	0	0	.....	.....	.....
Repairing road from Sheally to Tranquebar.....	7th December 1849	1,658	0	0	1,658	0	0
Do. road from Myaveram to Trivalore.	20th June 1850	685	1	0	513	15	0
Forming a new line with tunnels along the south bank of the Trimulrajear from the bridge over that river on road from Trivalore to Myaveram and Polagum.....	3d December "	4,985	7	0	4,804	4	0
Repairing and tunnelling the road from Trivalore to Myaveram between Samanellore Trimulrajear bridge.....	Do "	573	0	0	538	5	0



50103

Remaining work postponed in consequence of want of rain.

Sanctioned Works.	Date of Sanction.	Amount of Estimate.	Amount of Work performed.	Amount of estimate recommended, and under consideration of the Board of Revenue.	Amount of estimate and date of submission : recommended to Government and not yet sanctioned.	Remarks.
		R. A. P.	R. A. P.			
Road from the foot of the Hassanoor Ghaut to Veclamoody near Daulkencottah	27th May 1853	2,888 7 0	In progress.	.....	.....	
Bridge on the Segoor Ghaut	Do "	876 1 0	Do.	.....	.....	
Making a cut across the Kaity Ghaut and improving the road to Jackatallah	6th October "	18,334 3 0	.....	.....	.....	
Repairing Caroor road	8th February "	520 0 0	In progress.	.....	.....	
Constructing a bridge of one arch across the Chinna Kullar stream...	20th October "	797 1 0	Do.	.....	.....	
Constructing a bridge of one arch across the jungle stream near Tercomungalum in Cheyoor.....	Do "	888 9 0	Do.	.....	.....	
Repairing road between Markennakempollum and Animullay	Do "	700 0 0	Do.	.....	.....	
Repairing road leading from Trichinopoly to Seringapatam and Mysore via Hassanoor	8th February "	1,066 1 0	229 3 0	.....	.....	
Constructing a bridge across the Segoor river	21st March "	5,714 15 0	In progress.	.....	.....	
Clearing jungles on both sides of roads between Segoor and Mysore limits	10th June "	1,299 6 0	Do.	.....	.....	
Repairing road from the foot of the Segoor Ghaut to the Mysore limit, including the Pay of Superintendent Rs. 500	17th February 1853 } 15th April "	5,985 4 0	Do.	.....	.....	
Constructing road between Jackatalla and Ootacamund via Elk Hill Saddle	6th October "	7,550 0 0	Do.	.....	.....	
Constructing a bridge on road between Conoor and Kotagherry	20th do. "	586 9 0	Do.	.....	.....	
Repairing cross roads in the several talooks and constructing bridges and chuttrums	Board 16th May 1850 } (Govt. 1st July 1851)	55,621 0 0	20,933 12 6	.....	.....	
(From Devasanum and chuttrum Funds.)						
		1,90,929 14 0	30,421 0 8	1,60,508 13 4		

Malabar.							
Widening road and building bridges on road from Muttanoor to Cotaparamba.....	4th May 1852 } 20th October 1853 }	16,568 3 2	6,187 3 1	.....	.....		
Repairing road &c. from Wamencolum to Cherpoolcherry.....	10th June 1851	2,076 14 0	2,070 14 0	.....	.....		
Repairing road from Angadypoorum to Malappoorum.....	25th November "	538 11 0	538 11 0	.....	.....		
Improving road from Colangode to Meengooly river.....	10th June 1852	975 3 9	800 0 0	.....	.....		
Road from Tanoor to Cherpoolcherry.....	20th July "	1,200 0 0	24 7 8	.....	.....		
Repairing road from Wundoor to Edwarah.....	26th January 1853	4,239 15 0	1,499 2 0	.....	.....		
Building bridges and drains on road to Paulghat from Angadypoorum.....	25th November 1852	543 10 0	543 10 0	.....	.....		
Raising the Embankment between the Town and Regimental Lines of Mullappoorum and constructing a wooden bridge.....	11th December "	1,391 15 0	800 0 0	.....	.....		
Constructing bridges on roads from Tiroovangady to Angadypoorum.....	25th November "	1,274 5 0	235 10 8	.....	.....		
Improving the road from Cannanore Bazar to Kukad.....	16th July 1853 } 4th January 1854 }	1,401 14 0	110 0 0	.....	.....		
Annual allowance for repairing the Periah Ghaut for 1852 and 1853 Rupees 1,084-0-0.....	19th July 1845	.....	913 12 4	.....	.....		The allowance for 1852 and a portion of that of 1853 have been expended.
Repairing the Eranjoly bridge.....	13th December 1851 and Emerg-ent.	1,838 4 0	1,838 4 0	.....	.....		
Rebuilding the Codavelly bridge on road between Tellicherry and Cannanore.....	20th October 1853	921 1 0	499 10 5	.....	.....		
Constructing two bridges on road between Tellicherry and Cotaparamba.....	20th December "	565 6 0	Not commenced.	.....	.....		
Annual allowance for repairing the Cotladdy Ghaut for 1852-53 Rupees 792-0-0.....	19th July 1845	792 0 0	784 15 2 Completed.	.....	.....		
Annual allowance for repairing the Carcoor Pass from 1851 to 1853 (Rupees 600-0-0).....	Do "	.....	.....	.....	.....		It has been found impracticable to execute the repairs last year, efforts will be made to do so this year.
Repairing road and constructing two bridges between Eddawanah and Arcacode.....	20th October 1853	950 0 6	400 0 0	.....	.....		
Repairing road between Tiriallah and Botutpoodiangady.....	20th October "	763 5 9	Not commenced.	.....	.....		
Opening a Canal for connecting the Ponany and Chowghat Backwaters.....	29th April "	8,995 1 0	2,443 7 0	.....	.....		

Sanctioned Works.	Date of Sanction.	Amount of Estimate.	Amount of Work performed.	Amount of Estimate recommended, and under consideration of the Board of Revenue.	Amount of Estimate and date of submission recommended to Government and not yet sanctioned.	Remarks.
		R. A. P.	R. A. P.			
Constructing 3 timber bridges on Betupoodiangady and Chowghaut road.....	29th December 1853	957 0 0	.....	.....	.....	Will be commenced in 1854.
Constructing a timber bridge over the river at Cootangul.....	12th January 1852	617 8 0	249 3 0	.....	.....	
Annual allowance for repair of Koodah Pass for 1853, Rs. 1,300.....	27th October 1845 23d February 1846 14th April "	.....	1,300 0 0 Completed.	.....	.....	
For tracing a road by the Manarghat Valley into Coimbatore.....	8th September 1853	500 0 0	90 1 0	.....	.....	
A three arched Masonry bridge over the Tripaloor river near Allatoor.	27th March 1851	4,878 12 0	4,878 12 0	.....	.....	
Annual repairs of the Godaloor Pass for 1853 (Rupees 600).....	27th October 1845 23d February 1846 14th April "	.....	600 0 0 Completed.	.....	.....	
Repairing road from Sultan's Battery to Tippacandoo	13th May 1848 6th February 1853	520 0 0	250 0 0	.....	.....	
Improving and opening certain roads in Wynaad.....	4th August "	1,000 0 0	37 0 0	.....	.....	
Repairing and Metalling road from Tippacandoo to Chuekranulla.....	17th February " 15th April "	956 1 0	866 1 0 In progress.	.....	.....	
		54,449 2 2	28,209 12 4	26,339 5 10		
<i>Madura.</i>						
Road from Dindigul via Pulney and Oodamulcottah to Palghat.....	31st July 1852 16th June 1853	1,630 2 0 1,133 10 0	1,334 8 9	.....	.....	
Road from Trichinopoly via Thove-rancourchy and Madura to Virdoolputty and thence to Tinnevely.....	11th January "	5,202 4 0	2,533 6 1	.....	.....	
Bridge over Goondar on road to Tinnevely.....	1st February "	8,023 8 0	1,233 0 4	.....	.....	
Road from Tondy to Madura* (From Devastation Funds).....	4th March 1852 Board 11th January 1853 Govt. 5th September " Board	*12,079 5 0 8,457 10 0	18,245 6 11 753 4 9	.....	.....	
Road from Davadanaputty or Paracolum across the Vurhara or Pulney Hills to Pulney.....	30th November 1850 8th October 1853	1,200 0 0 3,300 0 0	1,200 0 0	.....	.....	
Road from Tiroomungalum to Ooslumputty.....	25th November 1851	1,322 0 0	1,322 9 0	.....	.....	

Branch road from Madura via Shola vandan to Dindigul.....	13th December 1851	694 10 0	694 10 0	.....	.....	Shevaganja Estate. 1,790 2 0 Government Estate. 542 14 0 2,332 0 0
Constructing a bridge on the road from Madura to Andiputty and Chinnamanaikenoor.....	8th November 1850	1,063 15 0	1,063 15 0	.....	.....	
From Meyloor on road No. 4, to Poodocottah.....	21st October 1852 19th January 1853	2,323 0 0	1,809 5 9	.....	.....	
From Ramaswarum to Dindigul.....	24th January 1851 4th March 1852 11th January 1853	7,990 12 0 3,988 1 6 318 6 0	7,191 13 5 2,355 5 3 318 6 0	.....	.....	
From Streagelypootoor to Ooslumputty.....	7th September 1849	1,405 7 0	1,258 4 0	.....	.....	
Road from Dindigul to Palghat.....	20th December 1853	501 7 0	.....	.....	.....	
Constructing a Drain on the road from Trichinopoly to Tinnevely..	9th April "	1,120 8 0	1,120 8 0	.....	.....	
Road from junction with No. 15 to Peracolum and Goodaloor.....	20th December "	1,870 6 0	.....	.....	.....	
Road from Dindigul to Palghat.....	8th July 1851	526 10 0	421 0 0	.....	.....	
Road from Dindigul to junction with No. 18 at Nallacotay.....	26th November 1848	805 3 0	662 6 0	.....	.....	
		64,957 5 6	33,762 18 3	31,194 8 3		
<i>Tinnevely.</i>						
Constructing a bridge over the Chittaur river and another over the Pulliaracolum supplying channel close by in the Nelliambalum Talook (From Funds raised by Voluntary Subscriptions).....	11th October 1851	10,708 4 0	10,708 4 0	.....	.....	
Raising and metalling road from Madura to Palamecottah, constructing pavements and repairing 2 bridges on road between Vooselumpetty and Virdoolputty in the limits of Oodacarasputty.....	3d March 1852	9,090 3 0	9,090 3 0	.....	.....	
Raising and Gravelling same road and constructing bridges and a pavement on road between Vooselumpetty and Virdoolputty in the limits of Calamanaickapoorum and Cowlingapoorum in the Nelliambalum Talooks.....	18th March "	630 4 0	373 11 6	.....	.....	
Raising and Gravelling same road and constructing 2 tunnels on road in the limits of Poodoogoody and Gengacandan in the Ootapadarum Talook.....	10th January 1853	1,721 0 0	280 2 7	.....	.....	

Sanctioned Works.	Date of Sanction.	Amount of Estimate.	Amount of Work performed.	Amount of estimate recommended, and under consideration of the Board of Revenue.	Amount of estimate and date of submission; recommended to Government and not yet sanctioned.	Remarks.
Constructing a platform bridge of 30 vents over the Virdooputty river in the Sautoor Talook on same road.....	1st February 1851	R. A. P. 8,725 1 0	R. A. P. 220 9 7	.....	.....	
Constructing a bridge of 9 arches over the Veypullaputty river in the Sautoor Talook on same road.....	1st November "	10,313 4 0	.....	.....	.....	
Constructing a bridge of 15 arches over the Sautoor river in the Sautoor Talook on same road.....	Do. "	24,620 10 0	.....	.....	.....	
Constructing a platform bridge of 22 vents over the Cailalumputty stream in the Sautoor Talook on the same road.....	26th September "	3,990 4 0	.....	.....	.....	
Constructing a platform bridge of 14 vents over the Assoor Oday in the Ottapadarum Talook.....	.....	.....	.....	2,579 7 0	.....	To be recommended when other bridges are completed.
Constructing a platform bridge of 3 vents over a jungle stream south of do. in do. ....	.....	.....	.....	553 14 0	.....	
Constructing a bridge of 5 arches across the Numbear river in the Valleloor Talook.....	.....	.....	.....	8,859 7 0	.....	
Gravelling road in the limits of Vayloor and Thendrapai in the Streevygoontum Talook.....	From funds procured by Voluntary Subscription	900 9 4	900 9 4	.....	.....	
Constructing a stone paved causeway across the surplus of Cadumba tank on the same road.....	8th June 1853	1,637 0 0	.....	.....	.....	Will be commenced shortly.
Raising road and constructing bridges and tunnels in do.....	9th August "	929 14 0	.....	.....	.....	Will be commenced shortly.
Cross road of 2 miles in length from Areekasavelloor to the Tanbra-poonney river, beyond which the road joins the line from Bramadatum to Tinnevely.....	26th January "	762 4 6	268 14 0	.....	.....	
Gravelling road from Palancottah to Madura in the Ottapadarum and Sautoor Talooks.....	24th June "	2,232 0 0	.....	.....	.....	

Raising and metalling same road and constructing pavements &c. on road between Odacaraputty bridge and Sautoor.....	30th August 1853	9,956 1 0	.....	.....	.....	
Constructing road between Streevellypootoor and Shevacausey (From Tripany Surplus Funds).....	16th December 1850 } 24th January 1853 }	19,320 12 0	4,469 15 11	.....	.....	
Constructing road in the limits of Ottapadarum Talook (From Tripany Surplus Funds).....	16th September 1850 } 24th January 1853 }	48,034 15 0	9,714 15 2	.....	.....	
Constructing a bridge of 5 arches across the Hurriharanuddee river in the limits of Elunjee in Tencausey Talook.....	From Funds raised by Voluntary Contributions.	2,147 0 0	2,147 0 0	.....	.....	
Raising and Gravelling road and constructing drains, bridges and tunnels on do. in the limits of Shairemadary, Nangooniary and Valleloor Talooks.....	10th January 1853	3,170 3 4	37 8 0	.....	.....	
Raising and Gravelling road and constructing side walls to do. in the limits of Tinnevely in the Nelliambalum Talook.....	10th January "	606 13 0	.....	.....	.....	
Raising road and constructing tunnels in the limits of Amerapoorum and Auroomeoganaary in the Puz-jamul Talook.....	17th January 1851	775 10 0	775 10 0	.....	.....	
Raising and Gravelling road and constructing a bridge and a tunnel in the limits of Veeraragavapoorum and Coolamanickapoorum in the Nelliambalum Talook.....	20th December 1853	*918 10 0	.....	.....	.....	Deduct Con- vict labor. 190 10 0 <u>728 0 0</u>
Constructing a new cotton road from Streevellypootoor via Shevacausey, Sautoor and Ettapoorum to the Port of Tutacerrin.....	16th April 1850 } 24th January 1853 }	1,00,463 2 } 23,002 2 }	40,759 3 4	.....	.....	
		2,74,705 14	78,746 10 5	1,95,959 3 11		

Madras,
13th July 1854.

J. H. BELL,

Secretary Board of Revenue, Department Public Works.

Extract from the Minutes of Consultation, under date the 9th September 1854

Read the following letter from the Secretary to the Board of Revenue in the Department of Public Works.

(Here enter 13th July 1854, No. 651.)

1. With the above letter the Board of Revenue Department Public Works submit the reports of the different Collectors on the roads and communications of their respective Districts for the year 1853.

2. The Agent at Kurnool will be called on to forward his report immediately, with an explanation of the cause of delay in its transmission.

3. The Right Honorable the Governor in Council is glad to find that considerable improvements in the communications have been effected in the generality of the Districts during the past year. From the statement furnished by the Board it appears that the aggregate of outstanding estimates, and of those sanctioned within the year, amounted to about 17 lacs, while the value of work completed or nearly so is about 6 lacs. For the current year therefore about 11 lacs will be available, in addition to the estimates sanctioned within the year, which in some Districts as Bellary, Nellore, &c. have been considerable. The Right Honorable the Governor in Council trusts therefore that the report for the ensuing year will be still more gratifying, and that he will then have the satisfaction of learning that many of the valuable works commenced and in progress during 1853, have been completed to the advantage of the State as well as of the people.

4. It only remains here to remark on those points in the Collectors' reports which call for brief notice.

Ganjam.

5. The Right Honorable the Governor in Council trusts that the difficulties experienced in this District from the want of a Maramut Establishment, will be remedied without delay, and he requests the Board's early attention to the subject. The estimates sanctioned for this District amounted to Rupees 2,64,000, but of this sum only 93,000 were passed in time for disposal in the year—but even of this limited amount one-third only seems to have been expended.

Masulipatam.

6. The construction of the Northern Trunk road, though now in progress, has been necessarily delayed by the other pressing demands on the time of the Superintendent of Roads—much as this is to be regretted, there is

nothing in Mr. Lushington's report to justify the supposition that he would have effected any improvement in it, if the necessary authority had been accorded to him. On the contrary, he does not seem to have laid out any portion of the small sum of 20,000 Rupees placed at his disposal. The expenditure in the District seems to have been limited to

From Board 18th August 1853, No. 654.

Extract Minutes of Consultation 22d October 1853, Paras. 9 and 10.

the discretionary allowance (Rupees 800), and a sum of 270 Rupees on emergency. The unavoidable postponement of the Trunk Road is no justification of the entire neglect of all other works,

admitted by the Collector and acquiesced in by the Board, apparently as a matter of course. The works connected with the Annicut must now be sufficiently advanced to render recourse to compulsory labor unnecessary, and the Right Honorable the Governor in Council expects that the report for the current year will be more satisfactory than that now before him. The Collector should give his immediate attention to this subject, and sketch out and commence those cross roads or communications, which should branch off from the main Trunk Road, that his District may have the full advantage of that work as soon as it is completed.

Canara.

7. The report from this District is extremely satisfactory, and the exertions of the local Officers call for the marked approbation of Government. The immediate effect which the different roads have exercised on the trade of the District, proves that the funds placed at the disposal of the authorities have been judiciously and profitably laid out. The Right Honorable the Governor in Council will under these circumstances be prepared to admit the increase of the local annual discretionary expenditure from 6,000 to 10,000 Rupees. It seems desirable that the few bridges required on the branch road from Jaulsoor to Cassergode to fit it for cart traffic, should be undertaken at an early period. The allowance for the Sampajee Ghaut seems to be insufficient for the purpose for which the grant has been made.

8. The Government observe that the Collector speaks in high terms of his native Superintendent, who has been very successful in carrying out a trace, which was afterwards worked out under the superintendence of a Talook Duffadar.

9. The great difficulty in Canara at present is the want of skilful superintendence. The Board are aware that no Officers of the Engineer Corps can be spared at present, and that the number of Officers withdrawn from Military and Regimental duties cannot be increased without impairing the efficiency of the Army. When the pressure of the present year is passed, some of the Officers now employed on works designed to afford employment to the poor

may be available for service in Canara, and the Government will readily take advantage of this or any other mode of strengthening the establishment in that district. The Government have recently allowed Lieutenant Walker to take with him to Canara an Officer and an Overseer to be selected by him from those now employed in Bellary.

Bellary.

10. The Board have, it is presumed, enquired into the alleged unsatisfactory progress of the Bellary and Hampasagar line since it was placed under the charge of Ensign Hankin.

North Arcot.

11. The Collector's report of the road between Vellore and Punnatoor is far from satisfactory, and the Government would have been glad of an opinion from the Board of Revenue on it. The early attention of the Superintendent of Roads will be requested to the subject, with a view to the transfer of the road to his department, and its construction and maintenance in a manner suited to the importance of the traffic on it.

12. The construction of a bridge over the Palar at Vellore, and the improvement of the Cuddapah road, will properly be included in the annual estimate, if the Board consider them desirable projects. The latter work was estimated by Captains Collyer and Buckle at Rupees 2,02,814, and 3,64,000 respectively, exclusive of bridges and superintendence, and on the recommendation of the late Captain Best, the Government gave the preference to a line by Poinay and the Damulcheroo ghaut, which that Officer stated could be made a 1st class road at half the expenditure—would be available also as a direct line to Bellary—and would be only 14 miles longer than the direct route to Cuddapah via Nuggry.

13. The estimate for the road from Poorthulpett to Circumbady is considered insufficient by the Collector, but of the 12,822 Rupees sanctioned for the purpose, only 1,200 appear to have been expended at the date of his report.

14. The Right Honorable the Governor in Council has perused with great attention the remarks of the Collector on the lines of road which in his opinion should be commenced without delay. The selection appears to have been judiciously made, and the estimates when received will be duly considered.

15. The Right Honorable the Governor in Council cannot however but express his regret that while the wants of the district, both present and prospective, are so fully appreciated and so forcibly pressed on the at-

tention of Government, so little advantage has actually been taken of the means placed at the disposal of the Collector. The entire amount of estimates available within the year was less than Rupees 30,000, yet of this sum, small as it is—a very insignificant portion has been expended. The main cause of this is alleged to be the want of skilful superintendence. The Collector must be perfectly well aware of the insufficient means the Government has at its disposal for the superintendence of public works generally, and the Right Honorable the Governor in Council is not aware that North Arcot is in a worse position in this respect than many other districts,* in which notwithstanding

1 Canara.....	2,00,133	ing very useful improvements have been made by
2 Tinnevely.....	78,746	the active exertions of the Collectors. In Canara
3 Tanjore.....	62,656	2 lacs have been laid out, in Tinnevely, Tanjore,
4 Trichinopoly.....	56,236	and Trichinopoly, where there are very extensive
5 Madras.....	33,762	irrigation works to be attended to, large sums
6 Coimbatore.....	30,421	have been expended, and even in Ganjam, where
7 Malabar.....	23,109	there is said to be no Maranut Establishment, 25,000 Rupees have been
8 Ganjam.....	25,704	profitably employed.

16. The Right Honorable the Governor in Council cannot see why some degree of that actual progress in improvement which is perceptible in other districts—should not also characterize North Arcot. This state of affairs holds out little encouragement to the Government to sanction estimates, the preparation of which must add greatly to the labor of the Civil Engineer's Department.

17. The Board of Revenue should call on the Civil Engineer to state what subordinate agency will be required to carry out those projects of which they approve, with proper expedition, and if the necessary agency cannot be supplied, it is better that the money which would be reserved for them, should be devoted to other Districts.

Coimbatore.

18. The plan adopted by the Collector of requiring brief diaries from his assistants when on circuit, might be advantageously adopted in other Districts.

19. With reference to the remarks of the Civil Engineer of the 6th Division, and the Collectors of Trichinopoly and Tinnevely, the Government will be prepared to increase the discretionary allowances in those Districts if the Board deem it desirable.

20. The amount granted under this head for the whole Presidency up to 1852, was Rupees 9,650, of which in 1851 8,638 were expended. In 1852

for a period of 3 years, an expenditure of 6,000 Rupees in Canara, and 7,300 in South Arcot was authorized, and the discretionary allowance in Tanjore raised from 500 Rupees to 20,000, and those in other Districts to Rupees 25,200. It rests with the Board to make such further recommendations as they may deem necessary.

21. The operations of the Superintendent of Roads being alluded to in some of the above reports—it is but just to add that the proceedings of that Department have lately been under the consideration of Government, and met with their approval.

22. The Government observe that several Estimates submitted and sanctioned in 1854 have been included in the Board's statement, these will now be omitted.

23. Adverting to the large expenditure now sanctioned for Roads, and to the absolute necessity, as recognised by all Authorities, that some arrangement should be made by which the due maintenance of the Roads once formed should be secured, it occurs to the Government as the most economical and indeed the only present available means of effecting this object, and likewise of employing the first outlays to the best advantage, that each Collector should be authorised to entertain a Superintendent of Roads, to be employed under his orders, and whose business it will be to attend to the preservation and the proper repairs of all the made Roads within the District, and to the construction of new ones. The salary may be fixed at from 200 to 100 Rs. a month, according to the qualifications of the individuals, the payment being made from the annual discretionary grants at the disposal of the Collectors.

24. The proposed Superintendents should be called upon to submit to Collectors periodical statements of their work, and the Collector or one of his Assistants required to make an annual inspection of the roads, to be duly reported to Government.

25. To carry out this system of efficient supervision of the District Roads, the Right Honorable the Governor in Council is prepared to sanction an addition to the sums already allotted for expenditure upon internal communications at the discretion of the Collectors, wherever the present allowance does not provide for such superintendence or is insufficient for the purpose.

26. Ordered that the foregoing reports and statement be printed for general information.

(Signed) H. C. MONTGOMERY,

Chief Secretary.

Department of Public Works,
Madras, 7th December 1854.

No. 1024.

FROM MAJOR J. H. BELL,

Secretary to the Board of Revenue, Department of Public Works.

To SIR H. C. MONTGOMERY, BART.,

Chief Secretary to Government.

SIR,

I am directed by the Board of Revenue, with reference to the order of September 9th 1854, No. 388. Government as per margin, paras 14 to 16, to submit the accompanying letter from the late Collector of North Arcot in explanation of the small amount of expenditure for road works in that District for 1853.

2. The Collector observes that he was not in the District during any part of 1853, with the exception of less than a month, and that the Acting Collectors were under the disadvantage of temporary occupation, and that of short duration.

3. With reference to the comparative expenditure in the Districts mentioned by Government, I am directed to state that the amounts entered in the Statement were the total expenditure from the sanction of the Estimates, and not that of the year. The actual expenditure of the year 1853 in Canara, as submitted to Government with my Memo. of the 23d of October 1854, is Rupees 62,422-7-1, which includes buildings as well as roads. That of North Arcot in the same period including irrigation works, buildings and roads is Rupees 70,646-15-6.

4. The expenditure of the other Districts is also much less than the amount entered in the Road Statement; and under these circumstances it will appear that North Arcot does not appear to so much disadvantage as was at first supposed.

5. The Collector states that the expenditure of 1854 on roads as well as other works has much exceeded that of 1853, owing to the executive aid supplied by the Civil Engineer.

6. The Board will report separately upon the additional superintendence required for the prosecution of the works of this District.

I have, &c.

J. H. BELL,

*Secretary Board of Revenue .
Department Public Works.*

No. 289.

North Arcot, Collector's Cutcherry,
Chittoor, 23d October 1854.

FROM J. D. BOURDILLON, Esq.,

Collector of North Arcot,

TO CAPTAIN J. H. BELL,

*Secretary to the Board of Revenue in the Department
of Public Works, Fort St. George.*

SIR,

An Extract from the Proceedings of the Board of Revenue in the Department of Public Works dated October 5, No. 798, communicated to me an Extract from the Minutes of Consultation of Government of the 9th September, No. 388, having reference to my report on the District Roads of this Collectorate for 1853. In Paras 15 and 16 of the latter paper, the Right Honorable the Governor in Council comments in very severe terms on the smallness of the amount of work performed to roads in this District in the year referred to; and I am very unwilling to leave the District without offering some observations in reply and explanation.

2. As the remarks in question are so worded as to refer exclusively to me personally, I beg to state in the first place, that I was not in charge of the District for any part of 1853, except the last twenty-four days of it. It would be beside the question to consider whether the result would have been different and in what degree, if I had been in charge; but I beg to point out, that an Officer merely acting temporarily for another and for a very uncertain term, must inevitably be under disadvantages; and in 1853, there were two Acting Collectors in this District, one for the first eight months, and the other for the next three and a half. Thus there were three different Officers in charge of the District within the year.

3. Referring to my statement, that the small quantity of work done on some roads was owing to the want of adequate means of superintendence, the Government observe that North Arcot, is not in a worse position as regards skilled superintendence, than some other Districts, in which much more work was done in the period under review; and the Districts named in the margin are cited as in point. I have no accurate knowledge of the quantity of superintendence available in those Districts, though I cannot but think, that further enquiry would have led to some qualification of the remark; but I beg to state for the information of the Government the amount of superintendence available here.

Canara,
Tinnevely,
Tanjore,
Trichinopoly,
Madura,
Coimbatore,
Malabar,
Ganjam.

4. The whole of that at the disposal of the Collector consists of nine individuals as specified in the margin; on whose efforts mainly the execution of work must depend in a District nearly as large as North and South Wales united. It is true that Hangamy or temporary Maistries are sanctioned in estimates; but with only uncertain employment, and without any sort of means provided for training Maistries till the early part of this year, it has hitherto been extremely difficult to find men at all competent to the duty. I venture to think that if the Maramut establishment above stated is compared with those in the Districts named, it will be found to be much smaller than in most of them.

5. In aid of the Collector's Maramut Establishment, some Officers belonging to that of the Civil Engineer, are occasionally employed in the execution of work. Last year, as far as I can learn, one Surveyor (Mr. Bush) and one Overseer Mr. Downie, were so employed in this district for a few months; the Assistant Civil Engineer Lieutenant Rideout was also employed for a short time on the Wallajapet and Sholinghur road. The assistance thus received in the execution of work to roads, amounted to 2,000 Rupees. I believe it will be found that in this respect also other of the Districts named are better provided than this. In particular, as well as I can judge from the Army List, two Commissioned officers were employed last year in Canara on executive duties only; how many Surveyors, Overseers, and Maistries they had to assist them, exclusively of the Collector's regular establishment, I cannot tell.

6. In making a comparison between this district and Canara too, some other things need to be remembered. In the first place, of Maramut works, Canara has roads only, besides the few buildings; while in North Arcot the expenditure on roads has never yet nearly equalled that on irrigation works. Again road work has been regularly in progress in Canara on a comparatively liberal scale for the last ten or twelve years, and for some years past at least, under an active Engineer officer who had no other works to attend to. An intelligent officer so situated could not fail to train up a number of efficient subordinate executive agents; and the permanent character of the expenditure made it possible to give them regular employment. In both respects the circumstances here have been the reverse of what they are there.

7. Further I may be permitted to state that the Collector of Canara is far more favorably situated than the Collector of this or almost of any other District. Though the extent of his Collectorate is not greatly above the average or above that of North Arcot, he has two Sub-Collectors instead of one; and last year, at least he had, besides a Head Assistant, two other assistants of standing and experience. On the other hand the Revenue system in Canara is such as to involve far less detailed work than that prevailing in the Eastern

	Monthly pay.
1 Superintendent of Maramut	50
1 Deputy do.	28
2 Maistries at 21	42
4 do at 15	60
1 do	12
9 Total	

Districts ; as an example, the settlement of a large Talook is there made "in Calcutta Review, No. 42, two afternoons," while here it usually takes a Page 378. full month of hard work. Thus with less detail to take up his time, the Collector of Canara has more reliable aid than other Collectors ; and has consequently far more time for the general affairs of the valuable and important province under his charge. I would not be understood as in any degree depreciating the labours of Mr. Maltby, of whose ability I entertain the very highest opinion. I only wish to point out that other Collectors lie under disadvantages, from which he is happily free ; and that comparisons made without reference to this difference will not be fair.

8. I must add one more remark. Having had occasion to look into the mode of keeping the Maramut accounts, I am aware that it is not always easy to ascertain the expenditure in any year ; and that the amount of bills sent in during the year, or that of works completed within the year, (though partly executed in a former year,) is sometimes taken instead. Looking at the very large amount set down as expended on roads in Canara in 1853, I am induced to suppose that there may possibly have been some misconception, and that the amount stated is not that actually expended within the year.

9. In the present year the amount of work performed in this District has been larger than in 1853, both on roads and on irrigation works ; in a great measure in consequence of increased executive aid supplied by the Civil Engineer's Department. But the progress is still less rapid than it ought to be ; and so it must continue till adequate superintendence is provided. I am glad therefore that the Civil Engineer has been directed to state what quantity of Subordinate Agency will be required. And I hope that the result will be not, as threatened, that works will not be sanctioned for this District, where they are so much needed ; but that the subject will be fairly looked into, and that the Agency necessary will be supplied. Indeed if grants for works are made, with a prospect of continuance, and if efficient superior executive officers are appointed, the Subordinate Agency will come into existence almost naturally.

I have, &c.

J. D. BOURDILLON,

Collector.

LIST
OF SELECTIONS FROM THE RECORDS OF GOVERNMENT.

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1854.

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