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SELECTIONS
FROM
THE RECORDS
OF THE
MADRAS GOVERNMENT.

Published by Authority.

No. XXX.

REPORT ON THE DISTRICT ROADS.

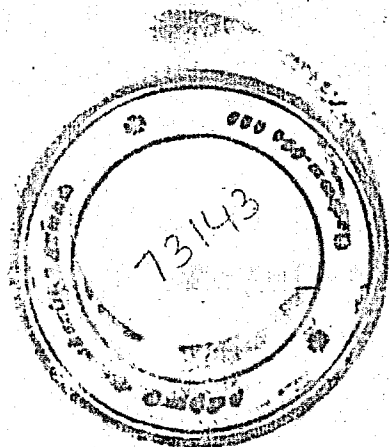
FOR

1854.

MADRAS:

PRINTED BY HENRY TATE, AT THE HINDU PRESS.

1856.



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Chief Engineer's Office, D. P. W., Fort Saint George,
22d September, 1855.

From Captain G. C. Collyer, Deputy Chief Engineer, in the D. P. W., late
Secretary to the Board of Revenue, D. P. W., to J. D. Bourdillon, Esq.,
Secretary to Government, D. P. W.

SIR,

1. I have the honor to submit the accompanying reports from the
Ganjam..... 11th May 1855. Collectors of the Districts, noted
Vizagapatam..... 6th Feb. .. in the margin, on Roads and com-
Rajahmundry..... 30th March .. munications for the year 1851. Of
Masulipatam..... 3d April .. these no less than 12, were submit-
Guntoor..... 24th May .. ted to the Board of Revenue, after
Nellore..... 3d April .. the termination of the first quarter
Cuddapah..... 27th Jan. .. of the current year.
Bellary..... 3d May ..
Canara..... 27th March ..
North Arcot..... 22d June ..
Chingleput..... 26th July ..
Civil Engineer 4th Division 5th July ..
South Arcot..... 23d Feb. ..

GANJAM.

2. The principal road works
Salem..... 14th April .. in progress in this District are—
Tanjore..... 2d Do. .. The Northern Trunk Road.
Trichinopoly..... 17th March .. The Berhampore and Russel-
Coimbatore..... 21st April .. condah Road.
Malabar..... 27th March ..
Madura..... 17th April ..
Tinnevely..... 22d March ..

The Russelcondah and Koinjuroo Road

The Berhampore and Gopalpore Road.

Lines of Road from Purla Kimedy, and Palcondah to the coast at
Calingapatam and Poondy.

3. These last are partly within the Kimedy estate, and executed
at the cost of the Zemindar.

4. A large amount of work has been performed on most of the
lines above mentioned. The Acting Collector notices faults of execution,
to which the attention of the Civil Engineer will be directed.

5. Several additional lines between the interior and the coast, were
projected by the late Civil Engineer, but he had not then time to draw
up detailed Estimates. Those which may be received from the present
Civil Engineer will, if approved, be entered in the next Budget.

VIZAGAPATAM.

6. In this District there were few practicable communications, besides the Northern Trunk Road, when it was resolved to apply the labor of the people suffering from the scarcity of 1853-54 to the formation of several important lines between the interior and the coast. Some of these lines were altered, after the receipt of the sanction of Government without reference to superior authority; a proceeding which cannot be approved of, though I have no reason to doubt, that the most useful lines were, finally preferred. The works made considerable progress during 1854, and are still in course of execution. Bridges for some of the lines were sanctioned in the last Budget; and the whole will be gradually brought up to the first class, as the Estimates are received and sanctioned.

RAJAHMUNDRY.

7. Besides the Trunk Road, there were no works of importance under execution in this District in 1854; the operations of the Engineer Department having been for the most part directed to the improvement of the Canals for irrigation and communication. It was the wish of the late Collector Mr. Prendergast that a road parallel, and near to the coast should be formed; but the junction Canal crossing the arms of the Godavery and the great channels, which was included in the last Budget, and has been recommended to the Court of Directors, will render unnecessary a road on the same line, for some time to come at least, and it will be better to undertake other lines of immediate importance, as soon as the superintendence, and labor, now wholly given to the hydraulic works shall become available.

MASULIPATAM.

8. In this District no road works of any importance have been performed; but the great Canals from the Kistna to Annicut have been prosecuted to such extent as the limited supply of labor would allow.

9. The intention to form a low speed railway between Ibrampatam and the Hyderabad frontier having been relinquished, the former Estimate for a common road will be included in the next Budget.

GUNTUR.

10. In this District the Trunk Road from Madras to Hyderabad has been under construction during the year under report; but the other road works have been confined to the formation or improvement of some miles from the sudder station towards the coast at Nizampatam, and towards Cummun. As in Masulipatam the principal communications at

present under execution, or projected, are the Kistna Canals for irrigation and navigation.

NELLORE.

11. Three lines of great importance in this District were commenced early in 1854 for the purpose of affording employment to the people namely,

The Kistnapatam, Nellore, and Cuddapah Road.

The Goodoor and Chitivel Road, by the Ranpoor Pass.

The Enamamellore and Cummun Road.

12. A large amount of work was executed on these lines, particularly on the first mentioned, and they are still in progress with the view to their completion, as first class communications. Other East and West lines will be hereafter recommended for sanction.

13. The construction of the Trunk Road was also carried forward during the past year.

CUDDAPAH.

14. In this District the two northern lines in Nellore above mentioned were prolonged; the Kistnapatam and Nellore Road by the Dorenal pass towards Chennoor and Cuddapah, and the Enamamellore and Cummun Road, to and over the Nundy Cummun Pass in the direction of Kurnool and Gooty. The formation of the road from Cuddapah towards Bellary, was also undertaken, with the same object of affording employment to the distressed poor; but the progress was not considerable, in proportion to the expenditure, owing to the unfavorable species of soil. The trunk road between Madras and Bellary was also in progress in this District during 1854.

15. The remarks of the Collector, on the alleged unnecessary alteration of the line, of the Nundy Cummun and Cummun Road, and upon the want of passages across the side ditches of the new roads, were

communicated to the Civil Engineer, whose explanation appeared sufficient.
April 16th 1855.

16. The bridges over the two large nullahs, the Ralla and Boogga, which divide the town and cantonment of Cuddapah, were constructed to a considerable extent during 1854.

BELLARY.

17. The extensive road works performed in this District during the scarcity have already been fully reported upon. The great outlay of

Rupees (13,21,925) thirteen lacs, twenty one thousand nine hundred and twenty five, was applied to the construction of 289 miles of substantial road, which, when perfected with bridges, will be of great and lasting benefit to the District.

18. The other road works in Bellary, were for the most part continuations of those commenced in former years; the most important being the Bellary and Dharwar Road. The trunk road to Madras was also in progress during the year.

CANARA.

19. In this District a large expenditure has been distributed in moderate sums over the communications from Cassergode to Sedashaveghur; and the results are very fully reported by the Collector. The outlay has been nearly all in improving communications before opened: the new works of importance partially executed during the year, are,

20. The Giersappa Ghat between Honore, and the Mysore country.

21. The Charmady Ghat leading into the Mysore Country, from

the Mangalore, and Munzerabad Road, south of the old Kadadakul Ghat.

22. The Singawaree and Kyga Ghats; on the right and left banks respectively, of the Sedashaveghur or Black River.

23. These works have been successfully prosecuted to the extent of opening them for cattle traffic; and their conversion into Bandy-roads will, it is not doubted, prove of very great advantage to the District. The influence of the many communications opened of late years upon the trade of the District has been highly satisfactory; and the increase in Fusly 1263 (1853-54) over 1262 (1852-53) excluding cotton, which is subject to great variations of demand was 17 lacs.

CHINGLEPUT.

24. No great extent of work has been performed in this District. The principal works undertaken were the Road from Poonamallee to the Mount, and the improvement of part of the Madras and Cuddapah Road between Coratoor and Trivaloor.

NORTH ARCOT.

25. In this District also no considerable works have been performed, though the improvement of several lines, particularly,

The Madras and Cuddapah Road.

The Chittoor and Curcumbady Road.

The Conjeveram and Thellar Road.

The Vellore, Arnee, and Trinomallay Road.

The Wallajapett and Sholinghur Road has been prosecuted.

Other important lines have been sanctioned for execution in the current year.

SOUTH ARCOT.

26. Extensive works were performed in this District during the year under report on,

The Cuddalore and Salem Road.

The Porto Novo and Bowangherry Road.

The Cuddalore and Punrooty Road.

The Markanum and Tindevanum Road—and on other minor lines. The trunk roads to Trichinopoly and Tanjore were also under construction.

27. The District was, until these works were undertaken, more deficient than most others in the means of communication, but is now already greatly improved, and will be much more so when the Estimates lately sanctioned, and those about to be brought forward are executed.

SALEM.

28. This district has been for a long time well furnished with communications. The works undertaken during the year under report were the improvement of the Topoor Ghat, which presented a great obstacle to cart traffic on the Bangalore and Trichinopoly road, and the opening of new Ghats between the Sheivaroy Hills to the low country in the direction of Darampoory and Salem; but these works did not make much progress.

29. The Cart fund was applied, as usual, to different species of improvements over the District.

TANJORE.

30. In this District, besides the maintenance of the made Roads by the expenditure of the Annual grant of Rupees (20,000), Twenty thousand, two new roads were opened in the South between Manargoody and the sea port of Adrampatam, and in the north between Punthanellore and Vyde Esuren Covil on the Madras and Tanjore Road.—13 large bridges were added to the already very numerous constructions by which the communication across the Tanjore Rivers, and channels is facilitated, and traffic promoted.

TRICHINOPOLY.

31. The expenditure for the year in this District, has been applied principally to the formation of,

The Trichinopoly and Madura Road.

The Trichinopoly and Salem Road.

The Koolitully and Poodeopolium Road, and The extension of the Trichinopoly and Arealore Road;

and the communications formerly made have been preserved by timely repairs. The trunk road to Madras has also been prosecuted, and is now complete within the Trichinopoly district.

32. The roads in Trichinopoly may be said to be now generally in an advanced state through the liberal outlay of the last few years.

COIMBATORE.

33. Improvements have been made in this District over several lines of road, chiefly in continuation of former works; but the whole expenditure reported is not great.

34. The principal roads under improvement during the year were.

The Coimbatore and Oedamulecottah Road.

The Coonoor and Octacamund Road.

The Coimbatore and Trichinopoly Road.

The Coimbatore and Metapallium Road, and the Trunk Road from Madras to Ponany.

35. A large bridge over the Bowany at Sattymungalum was under construction, but was impeded by the freshes.

36. The Collector reports on the necessity of improving the Cavarypoorum Ghat between Collegal and Salem. This part of the Country has never been visited by the Engineer Officers, and is considered very feverish; but as the line of communication is said to be greatly frequented, the attention of the Civil Engineer will be directed to the subject.

MALABAR.

37. A considerable amount of work has been performed in this District; but no new undertakings of importance have been commenced. The Madras and Ponany Trunk Road has been greatly improved; the branch from the Perambaddy Ghat Road to Tellicherry has been prose-

cutted; and several other works have been executed for the improvement of the main and cross roads.

MADURA.

38. Nothing of importance has been done in this District; but moderate improvements have been made to the high southern Road; the passes to the Palney Hills have been reformed; and minor works have been executed upon several other lines of communication.

39. The Collector draws attention to the necessity of a bridge over the Vigay at Madura; and as all the other large streams on this road are bridged, or about to be so, the Estimate expected from the Civil Engineer will be recommended to Government as soon as it is received.

TINNEVELLY.

40. In this District a large expenditure has taken place upon the high Southern Road, principally in the construction of Bridges, of which several were sanctioned some time ago, and have since been under gradual execution. The 17 miles of this road remaining yet in its natural state, will, it is to be hoped, be soon completed, as the line is of great importance, and the part in question, being on cotton soil, is almost impassable in wet weather.

41. The Cotton roads in this District have been prosecuted as vigorously as the very inadequate supply of labor would allow, and it is hoped will be completed not long hence.

42. Some other roads in this District have been improved, but not to any considerable extent.

43. The collector brings to notice the necessity of opening communications with Travancore by the Ariengal and Atchencovil passes, the former of which was once, but is no longer, practicable for carts. I would suggest that a reference be made to the Resident of Travancore for the purpose of ascertaining, in what manner the object of opening the Ghats, which must be of common importance to both Districts, may be best effected. They are situated, it will be observed, wholly in Travancore; but the Collector thinks that their reformation could not be expected of the Travancore Government, without the co-operation of ours.

44. The new communications which appear to be most required in Tinnevelly are the roads from Palamecottah to Trichendoor and Tuticoreen, especially the latter for which an Estimate will be included in the next Budget.

45. The report for Kurnool has not been received though the late Board of Public Works have repeatedly written for it.

46. I do myself the honor to submit also, a general statement of the Estimates under execution and consideration.

I have &c.

G. C. COLLYER, Capt.

Deputy Chief Engineer in the D. P. W.,

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

*Chief Engineer's Office, D. P. W.,
Fort Saint George,
22nd September 1855.*

*From William Knox, Esq., Acting Collector of Ganjam, to Major J. H. Bell,
Secretary to the Board of Revenue, D. P. W. Madras.*

SIR,

I have the honor to submit herewith my annual report on the roads in this district and am happy to say much progress has been made since I last wrote as will be seen by the accompanying tabular statement.

1. The repairs of the high road to Calcutta between Rumbah and Ganjam, have been carried out under the native Superintendent; but I have not yet visited it. The road between Ganjam and Berhampore suffered very much in the monsoon, large portions being washed away bodily. These have been repaired and parties are now busy building the bridges and water courses.

2. I have not seen the road from Chicacole to Calingapatam; but believe when the additional works estimated for by Major Birdwood are furnished, it will be very complete. The last adverse season has prevented ships resorting to the coast as much as usual, but this will I trust cause but a temporary decrease of traffic on this useful road.

3. From Berhampore to Russelcondah the road is in progress. Writing to the Commissioner in January last, I observed with reference to some complaints from Messrs. Binny and Co., "I had lately an opportunity of seeing the road between Aska and Berhampore, and having passed over it after a heavy fall of rain, I am sorry to say I think it will have to be closed during next monsoon, for in spite of the complaints of the slowness with which it has been made, it seems to me to have been hurried on too fast in some places and the Earth work has not had sufficient time to settle. It runs through very false rotten

"ground, and it is difficult to keep the side Channels clear of water, as I have noticed to the Acting Civil Engineer."

4. From Gopaulpore to Berhampore the road has had a general repair. Metal has been laid down in very many places, where it was much wanted; but I am sorry to say that as far as my unprofessional opinion goes, the work has not been well done, the metal being large stones, from 4 to 8 times the size used at home. This I have observed on several other roads. The native workmen take advantage of the absence of the Overseers, and throw the kunkur on,

N. B. This has been done, over this unbroken stones. I hope to see Major Birdwood here soon and shall bring all this to his notice.

5. The road from Russelcondah to Koinjore progressed very satisfactorily, under the energetic superintendence of Lieutenant Thurburn, till he was unfortunately struck down by fever, and obliged to go home. Since that, it has been under Lieutenant Macquoid who was on it with Overseer Roberts in January; but Mr. Macquoid too has had fever, and is obliged to watch the building of the Aska bridge. I saw this work in progress in January. The want of well sinkers was a serious obstacle, but has I believe been overcome at last. The bridge at Ingilly had also been commenced on. Most of the smaller bridges and tunnels were completed.

6. The road from Berhampore to the south is also under execution, and the foundation for the large bridge at Itchapore was being dug when I was there in March last.

7. Not having seen the other roads I will not trouble the Board with any remarks on them. The diaries of the various Officers employed contain all that I could write. Mr. Philipps in a private note tells me the traffic is fast increasing on such portions of the Kamedy roads as are finished. This is what was to be expected, but the full amount of good will not be developed until the road is open from Buttely and Gunnepore to the Sea. When all these roads in the Sub Division are completed, and a branch road runs from the main road at Hurrychundrapore to Calingapatam there will be little left to wish for, as far as roads are concerned.

8. I hope I am not going out of my province in calling attention to the want of proper water-ways on each side of the roads to which I have alluded in Para 1. This is not a want confined to any one road,

they all want looking after, and should have channels cut to carry off the water, and prevent its lodging or overflowing the road. I have seen many places where a very small degree of care and labour would have saved heavy repairs, but until there is an efficient establishment to superintend the repairs of roads after they are made, much money will I fear be thus wasted yearly. My opinion on this subject is I believe before the Board in a letter to Captain Rundall dated 23d December last No. 186. I need not therefore repeat it here.

10. Of the discretionary allowance the largest portion spent on any one work was at Aska where a contract was taken by the manager of the factory to make a road from the factory through the town. This was greatly wanted, and was at Mr. Prendergast's suggestion estimated for. The estimate was Rupees 1,203-1-0. The contract was taken for 1,000; of this a moiety 500 Rs. was advanced. The work is nearly complete and will be surveyed and the balance paid. A small sum was expended in putting a coat of kunkur on a road leading from the trunk road to the town of Berhampore, over which there is a heavy traffic. I also repaired portions of the road between Sutarampilly and Gopaulpore, and there being some money on hand I expended it in a contract for repairing and kunkurring a portion of this road, over which there would be a large traffic, were it in better order; but now it is nearly impassable for Bandies.

11. Agreeable to custom I sent 500 Rupees to be expended in the Sub Division, but am sorry to say Mr. Fraser made a mistake and allowed Rupees 423-3-4 of it to be expended on the Chicacole and Calingapatam road. This I see Major Birdwood thinks should be returned; if so I hope I may be permitted to expend it on the road mentioned in the last para. I have pointed out to the Acting Principal Assistant Collector the mistake of his predecessor and feel sure it will not again occur.

I have &c.,

Ganjam District,
Collector's Outcherry,
Chatterpore, 11th May 1855.

W. KNOX,
Acting Collector.

P. S. I find I have omitted to mention the roads most required in the district. These are, one from Buttyly to meet the road making from Kenedy to the sea at Calingapatam. It should run down along the river as far as possible, and would open up a very rich country. A road from the Port of Sonapore through Chegutty to Aska runs through the country, producing the best rice in the district, and the last I shall

mention is that between Rumbah and Aska, of which mention has before been made by Captain Rundall and by me.

W. K.

Vizagapatam Collector's Office,
6th February 1855.

From A. Robertson, Esq. Collector, 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 annex a statement shewing the extent of road in several directions constructed in this district in the year 1854-55, together with the amount expended on each line, the total expenditure being Rupees 49,489-2-5.

2. In this amount is not included the outlay on a portion of the road leading to Jeypore from Parvettypore. A report on this has not yet been furnished to me, but I do not delay the transmission of this letter until it is received.

3. Wherever roads have been made immediate advantage has been taken of them to the great benefit of the people, and of traders in particular.

4. There is a line of road between Parvettypore and Gujiputtinagarum which I have long tried to have completed,* but there are portions of it in four Zemindaries. The Belgaum Zemindar is too poor to lay out money on roads, but Government have engaged to do what is required in this Zemindary when the rest of the line is made. The Zemindar of Bobily has nearly done his share of the work. The Zemindar of Saloor can be got only to make promises. The rest of the line is in the Vizianagram Zemindary and would be forthwith completed by the Rajah could the Saloor Zemindar be brought to fulfil his engagement.

5. The great Northern line of road has had much done to it, and there is also a good branch road from Ankapilly to within four miles of Chittivulsa which has proved of great use. So rapidly do roads get cut up by the rains, and the narrow tires of the common carts of the country, that only constant care can keep them in order however well made at first.

I have &c.

A. ROBERTSON,
Collector.

MEMORANDUM.

No.	ROADS.	Extent progressed in.	Cost up to Dec. 1854.			REMARKS.
		Miles.	Ra.	A.	P.	
1	<i>Punchaderla* road.</i> From Vizagapatam Ferry to Canity Nulla completed.....	8				* Substituted for the road between Makherpollam and Belimunchelly. Work under the supervision of Mr. Faria.
	Beyond that trenched and partly finished as far as Parvadahi	12				
	From do. to Punchaderlah trenched and gravelled all the way.....	13				
		33	10,500	0	0	
2	From Nursapatam to Cassimcotta finished.....	7				Under the supervision of Lieut. Syme, Asst. Supdt. of roads
	Raised, levelled and Jungle cleared.....	3				
3	From do. to Polarum and Jungle cleared.....	10				
4	Do. to Golgondah.....	2½				
5	Do. to Conda Suntha and Jungle cleared.....	3				
		25½	15,068	0	7	
6	From Tautiparty in Madagole to Ankapilly finished.....	8½				Under the supervision of Lieut. Flint Assistant Civil Engineer 9th Division.
7	On the Ghaut from Tautiparty to the Jeypoor Jungle cleared more than ¾ of the distance which is.....	9				
		17½	6,784	0	0	
8	From Palcondah towards Rajam earth work completed. Seven channels bridged and a bridge of four arches of 12 per cent. each and other masonry works.....	9				Under the supervision of Capt. Wright Supdt. Palcondah road
9	Do. to Veeragottam with bridges &c.....	7				
10	Do. Parrellypoor to Veeragottam and Palcondah earth work.....	4				
		20	17,137	1	10	
	Total.....	96½	49,499	2	5	

N. B.—The above includes charges superintendence and advances for materials during the year 1854.

Vizagapatam Collector's Office, 6th Feb. 1855.

A. ROBERTSON,
Collector.

Rajahmundry District,
Collector's Office, Coconada,
30th March 1855.

From Arthur Purvis, Esq., Collector of Rajahmundry, to Major J. H. Bell, Secretary Board of Revenue.

Sir,

With reference to the Circular under date the 7th October 1853, No. 743, I have the honor to forward a Statement showing the repairs and improvements in progress to the roads in this District for the year 1854, as required in para 23 of the Extract Minutes of Consultation dated 11th January 1853.

2. The road between Cakarapurroo and Nursapoor sanctioned by Government under dates to the 27th July and 5th January 1849 has been completed. Further improvements are now in progress the same line and between Vijaswarum and Cakarapurroo under the superintendence of the Civil Engineer's Department, agreeably to the sanction of Government under date the 24th December 1853.

3. The repairs on the high Northern road between Yernagoodium and the river, and from Rajahnagarum to Moorary are also in progress agreeably to the sanction of Government under dates the 21st October 1853 and 5th August 1854, amounting to Rupees 10,936-0-8. They will I hope be finished this season, though to obtain carriage for the gravel, I have been obliged to give a rate higher than was provided for in the estimates. Other parts of the same road are much in need of repair and several tunnels are required.

4. The cross road between Rajahnagarum, Peddapoor and Juggumpetta is in progress and will also shortly be completed.

5. Of the allowance of 1,000 Rupees at the disposal of the Collector 400 Rupees have been during the past year expended in improving the District roads in the Janookoo Talook, and the remaining sum in small repairs where most required.

6. The great want of roads and the difficulties experienced by travellers, especially in the Delta Talooks, have already been brought to the notice of the Board, but till the subsidiary works of irrigation in connection with the annicut are further advanced; but little or no progress can well be made towards remedying the evil.

I have the honor &c.

A. PURVIS,
Collector.

Statement showing the description of Works sanctioned, those completed, together with those not commenced at all in the District of Masulipatam for the year 1854.

14

DESCRIPTION OF WORKS.	RECOMMENDED BY THE COLLECTOR AND SANCTIONED BY GOVERNMENT.					REMARKS.
	Date of Sanction.	Amount of Estimate.			Works completed.	Works not commenced.
		Co.'s Rs.	A.	P.		
1 For reconstructing Cutwall's Chowtry at Ellore.....	Sanctioned by Govt. dated 26th Nov. 1853.	388	10	8	In progress.	
2 Repairing a portion of the road on which Mails are conveyed from and to Calcutta.....	Do. Do..... 20th October 1853.	165	1	8	Do.	
3 Repairing Cookroom &c., of the Traveller's Bungalow at Bheemadole.....	Do. Do..... 14th March 1854.....	65	12	2		Not commenced
4 Repairing Bungalow and necessary room &c., to the Traveller's Bungalow at Nullajerlah.	Do. Do.....	54	12	10		Do.
5 Reconstructing Sepoy's barracks at Ragapoor.....	Do. Do. 3d May 1853.	938	5	0	} Completed.	
6 Repairing traveller's Bungalow at Fort.....	Do. Do. 14th May 1854.	99	4	0		
7 Repairing Talook Cutcherry constructing a compound wall to the north and plastering other walls with Chunan....	Do. Do. 26th November 1853.....	97	2	0	Do.	
8 Constructing a prison room in the Talook cutcherry at Bunder.....	Do.	190	8	6	Do.	
	Do.	212	10	3	Do.	

REPORT BY THE

Statement showing the description of Works—(Concluded.)

DESCRIPTION OF WORKS.	RECOMMENDED BY THE COLLECTOR AND SANCTIONED BY GOVT.					REMARKS.
	Date of Sanction.	Amount of Estimate.			Works completed.	Works not commenced.
		Co.'s Rs.	A.	P.		
9 Repairing Jail at Masulipatam....	Sanctioned by Government dated 24th Dec. 1853, and.....	222	6	0	} In progress.	
10 Repairing Chinapoor Canal. ...	Do. Do. 8th Jan. 1855.	52	8	0		
11 Repairing cook rooms &c. to the Traveller's Bungalow at Ibrahimpatam.....	Do. Do. 23d July 1853..	7,873	5	4	Do.	
12 Repairing compound wall around the Traveller's Bungalow at Nundegamah.....	Do. Do. 26th Nov. 1853.	303	15	0	Completed.	
13 Repairing compound wall around the Traveller's Bungalow at Nundegamah.....	Do. Do.....	66	10	0	In progress.	
14 Repairs to Road from Masulipatam to Ellore &c. Bezoarah.	Do. Do.....	48	4	0	Completed.	
	Do. Do..... 31st January 1851.....	11,481	12	3	Do.	Not commenced.
15 Repairing high road from Masulipatam to the boundary of the Nizam's Territory.....	Do.	1,73,179	5	9	Do.	Do.

COLLECTOR OF MASULIPATAM.

*Masulipatam Zillah, Collector's Circuit Cutcherry }
at Aukudoo, 3d April 1855.*

T. D. LUSHINGTON,
Collector.

15

Guntoor District
Collector's Office, Baupettah,
24th May 1855.

From H. Wood, Esq., Acting Collector of Guntoor, to Captain J. H. Bell,
Secretary to the Board of Revenue D. P. W. Fort St. George.

Sir,

1. I have the honor to forward the usual statement and report on Roads for the past year called for in your Memorandum of the 30th Ultimo, and regret that of necessity I should have so little to communicate.

2. Since the report of last year the portion of the Trunk line of road lying within the limits of this District, and which leads from Madras to Hyderabad, has been placed by Captain Johnston under the immediate superintendence of supervisor Mr. Arnold.

3. The Northern road from Madras, as reported to Government by Mr. Goldingham, is much in the same state as it has been for years, some repairs only to a Platform Bridge at Coomootula having been made under the sanction of Captain Johnston at an outlay of Rs. 68-13-0..

4. Some 11 Miles of the road from Guntoor to Nizampatam and Baupettah has received its first coating of gravel, and a tunnel near Guntoor has been completed, as also an inverted arch near Naracodoor. Materials for the four other Bridges sanctioned on the 6th April 1854 have been collected and the works are in progress.

5. The Bridges on the road from Guntoor towards Innacondah, Cumbum and Bellary have been completed under the Superintendence of Mr. Rohde.

6. The coast Road from Ongole to Masulipatam is in the same state as before, the raised portion of it near a Salt channel at Curlapalem, which was injured by the floods having been repaired under an ordinary Estimate at an outlay of Rupees 238-11-7.

7. The roads leading to Salt pans have undergone the usual repairs at a cost, this year, of Rupees 104-11-3.

8. Some small repairs and improvements have also been made to different roads at an expense of Rupees 738-9-3 which amount has been charged to the discretionary outlay placed at the disposal of the Collector.

I have the honor to be,

Sir,

Your most obedient Servant,

H. WOOD,

Acting Collector.

Guntoor District,
Collector's Office, Baupettah,
24th May 1855,

Nellore District, Collector's Office,
Laboor, 3d April, 1855.

From J. Ratliff, Esq., Acting Collector of Nellore, to Major J. H. Bell,
Secy. to the Board of Revenue, D. P. W., Fort St. George.

Sir,

With reference to the orders noted in the Board 10th Oct. 1853. margin, I have the honor to report on the Roads Govt. 11th Feby. 1851. of this District for the past year.

Of the sum of Rs. 1,500 placed at discretionary disposal of the Collector under the orders of Government dated 22d October 1853, Rupees 895-0-5 have been laid out as exhibited in the Statement forwarded on the 22d Ultimo.

2. The northern, central, and southern lines of Roads in progress in this district being under the superintendence of executive officers subject to the control of the Civil Engineer, and the Trunk road under that of the superintendent of roads and his subordinates, and funds alone furnished from the Treasury of this Collectorate, comment on my part concerning them would appear unnecessary.

3. Having already expressed through the Civil Engineer my opinion as to the various additional lines of roads under contemplation to augment the facilities of communication between this, and the Cuddapah district, and as such will have ere now been submitted to the Board by that Officer, further advertence herein, would be, I presume superfluous.

I have the honor to be

Sir,

Your most obedient servant,

J. RATLIFF,

Acting Collector.

Cuddapah District, Collector's Office on Circuit,
Murkapoor, 27th January 1855.

From M. Murray, Esq., Collector of Cuddapah, to Major J. H. Bell,
Secretary to the Board of Revenue, D. P. W., Fort Saint George.

Sir,

Para 1. I have the honor to forward the Annual report on the

state of roads throughout this district for the year that has passed, and in doing so shall remark on each separately.

2. On the line of road leading from Cuddapah to Baulpully, the frontier station between Cuddapah and North Arcot thence to Madras, a sum of Rupees 5,472-4-6 has been expended in removing the large stone and repairing the worst parts of it. This sum is however a mere trifle in comparison with that required to place it in thorough repair, which I trust may shortly be effected, as this line of road is entered in Captain Johnston's list as trunk road No. 13. and it is in my opinion most important as an outlet to the commerce and productions of the district being more direct and nearest to the Presidency. It passes through the portions of this Zillah where there is the greatest quantity of Indigo produced, along it passes the Proddatoor traffic, which is very considerable, and the Carts conveying Cotton from the western talooks pass over it en route to Wallajahad and Madras. The making this line a first class road would assist more in the development of the resources of the district than any other now being made or proposed.

3. A new line of road is now being constructed across the Raupoor Ghaut, which will enable parties to convey salt from the coast to the interior by a more direct route. It is proposed to bring it through Chitwail and join the road between Cuddapah and Madras. This line is entirely under the management of the Civil Engineer, who will doubtless afford the Board full details regarding it.

4. A second class road has been completed between Nellore and Nundialumpett via the Doranala Ghaut, and is intended to be carried on as far as Proddatoor. A road has been constructed between Cuddapah and Chennai and there will be less than ten miles required to be formed to join it with Cuddapah. This is also under the Civil Engineer.

5. To the south and east, the superintendant of roads is carrying out a line from the Daumulchervoo ghaut, the frontier of North Arcot to Royachoty in this district, thence it is continued over the Goovulchervoo Ghaut, to Cuddapah, and from the trunk line a branch is intended to be carried from Calcadah through Peelair to Cudree thence to Bellary. Of the extent of road completed, or when it may be open to the public, I can afford no information, the whole management and expenditure of the finance being entirely under the management of the superintendent of roads and his subordinates.

6. For the employment of the people the old and most direct road leading from Cuddapah to Bellary has been commenced over a considerable extent; the earth has been thrown up to form the foundation of a road and small portions of it metalled. This road will be useful in opening out the resources of the western talooks of this district. At present the old road or track has been spoiled by throwing up the earth to form the foundation of a new one, along which Carriage cannot be conveyed or Cattle pass. Should this road not be completed, a considerable hindrance to the export of produce will be experienced, and ought on no account to be left in the state it now is.

7. The opening out of the Nundicanamah Ghaut passing through Nullamala range of hills, which divide Cuddapah district from Kurnool is now in progress, and a road made from the eastern end near Kristumchettipully to Cumbum approaches completion. A portion of this road I had an opportunity of seeing on my route to Cumbum for the Annual settlement, and I regret to say there has in my opinion been a very large outlay of public money which might easily have been avoided. Not only has the public money been expended, but Government have lost a permanent revenue by the new road being carried through cultivated land, much to the annoyance of the ryots, which might have been saved. From Mochagoondum to Cumbum there was an old road on which considerable sums had been expended, a deep ditch dug at the side and different places, bridges built to allow the water to escape. This road runs parallel to the new road at a distance of from five to eight chains, and might easily have been made a really good road at a comparatively small outlay of money. I understand that Colonel Sim in his instructions on road-making had laid it down as a rule that the old roads should, as far as practicable, be made use of. This in the present case has been disregarded, and to have the road perfectly straight, Government has been put to a considerable expence, when by a very slight deviation this might have been avoided, and in my opinion the thorough repairing of the old road although a little circuitous could have been effected at probably one half of the expence required to construct the new one, leaving out the permanent loss of revenue. The Superintending Overseer informed me that the material in the neighbourhood of the old line was of a better quality and more easily obtainable than at the new, exhibiting a stronger reason why the old ought to have been preferred to the new although more distant.

8. There appears to me to be a great error in the present system of road-making, that is : the non-bridging the water courses dug at the side of the road to prevent the water lodging and to carry away the rain water which may fall upon the high grounds. The consequence of this is that the Villagers in the neighbourhood cannot pass their carts over these ditches, and are deprived of the use of a thoroughfare constructed for their use, and those who enter upon the road at one of the large towns cannot get off it again, when they wish to halt at the end of their march. I only remarked one place where they could leave the road in a length of 15 miles. The non bridging of the ditches is most inconvenient to the neighbouring Villagers and ought to be rectified without delay. I drew the attention of Mr. Addis, the Assistant of Captain Johnston, to this fact, who is superintending the road between Damulchervoo Ghaut and Cuddapah, and he kindly stated he would endeavour to rectify it.

9. A road is now ordered to be laid out between Cumbum and Ongole to open out a communication to the coast and the Salt pans situated in the neighbourhood. The Civil Engineer will no doubt afford the Board full particulars respecting it.

10. The great road which leads from Cuddapah to Palmanair in North Arcot district passing through Goovulchervoo, Royachoty, Goorumecondah, Muddenpully and Poonganoor is well worthy of attention, as it will open out these talooks and develop their resources, besides being a direct communication with the great road which leads from Madras to Bangalore passing through Palmanair where this road would join. The last named three talooks are those in which the largest quantity of Sugarcane is grown and Raupoo Sugar sent to the Presidency for exportation. The encouragement of this staple produce as an article of commerce, and as a means of enriching the district deserves the greatest nourishment and fostering, as a source of wealth to the Country. The construction of good roads would greatly assist in the production of this staple article of traffic, and enable it to be sent to Madras at a more speedy and cheap rate. Besides opening out these districts, it would also help to open out the traffic of Mysore, as it is the intention of that Government to form a road throughout that country to a place named "Seeculhyle" at a distance of 10 miles from Muddenpully, from whence a road could easily be made to join that now proposed.

11. The discretionary allowance placed at the disposal of the Collector has been expended principally on the repairs of the Nundycanamah

Ghaut, the direct road between Cuddapah and Sidhout, which will be a great benefit in facilitating the transit of carts along that route. A further sum has been expended in repairing the worst portions of the road within the frontiers of the Poonganoor Zemindary, and an additional sum between Royachoty and the frontier of Poonganoor. A sum of Rupees 311-8-0 was placed at the disposal of the Sub Collector according to his request, to render passable, portions of the thoroughfare between Markapoor and Innacondah, the frontier of Guntoor, and for bridging the Cheekaralacalwah near Cumbum. A Statement shewing the expenditure of the discretionary allowance is herewith annexed.

*Cuddapah District, Collector's
Office, on Circuit Markapoor,
27th January 1855.*

I have the honor to be
Sir,
Your most obedient Servant,
M. MURRAY, Collector.

Statement shewing the amount disbursed from the discretionary allowance granted for the repairs of roads during the year 1854.

No.	Name of the talook.	Name of the road repaired &c.	Amount disbursed.		REMARKS
			Rs.	A.P.	
1	Cumbum.....	For the bridge work across the Cheecuralacalwah near Cumbum.....	64	8	0
2	Doopaud.....	For repairing the Guntoor road from Markapoor as far as the limits of Gujjalacondah in this district.....	247	0	0
3	Chennoor.....	For repairing the Nundy canamaghaut road leading from Cuddapah to Sidhout Budwail &c.....	200	0	0
4	Sidhout.....	Do. Do. from Sidhout to Cuddapah road.....	428	8	0
5	Royachoty.....	Do. Do. from Royachoty to muddenpully within the limits of that talook.....	360	0	0
6	Goorumecondah..	Do. Do. within the limits of Goorumecondah talook.....	300	0	0
7	Muddenpully.....	Do. Do. within the limits of Muddenpully leading to Poonganoor.....	500	0	0
8	Poonganoor.....	Do. Do. from Poonganoor leading to Palmanair.....	400	0	0
Total Rupees.....			2,500	0	0

M. MURRAY,
Collector.

*Bellary Collector's Office, en Circuit,
at Ramandroog, 3rd May 1855.*

*From C. Pelly, Esq., Collector of Bellary, to Major J. H. Bell, Secretary
to the Board of Revenue, D. P. W., Fort St. George.*

SIR,

1. I have the honor to submit my report on Roads for last year accompanied by the enclosed Statement.

2. This work is nearly completed. The two bridges at Herihall and Hulcoondy were finished during the year. The starving poor were also employed in repairing the whole line which from the great traffic on it had been much cut up. The Road is in good order and quite available for any kind of wheeled conveyance.

Bellary and Hump-
gar Road Estimate
Rupees... 51,384 6 0
Done..... 25,330

24th February 1855.

3. Mr. Hankin under whose superintendence this Road is now placed has been engaged in constructing the Bridges and the work is satisfactorily progressing. A further estimate amounting to Rupees 39,924-7-3, has lately been sanctioned for completing the Bridges required on this road as far as Gadeganoor 20 miles from Bellary; some of the starving population were also employed under Mr. Hankin in repairs on this road, but the charge is entered in the Famine Account.

4. The Civil Engineer undertook this work. It is the pass up the Ramandroog Hill on the Bellary side. The Pass is an excellent one up the Hill quite practicable for loaded carts. But it is capable of improvement as it requires widening and to be made safe in several places. It should be eventually widened to 18 feet throughout where that width can be attained without incurring excessive expense; and I recommend that this should be done as the traffic between Bellary and the new Sanatorium Barracks is daily increasing.

Bellary to Madras by
Coondair & Durapett-
la estimate Rs. 5,800.
Cost 4,032 another
estimate sanctioned
16th May 1854
Rs. 57,059-12-0

5. The sums amounting to Rupees 5,800, were sanctioned for making out and clearing the line of the Road in the Bellary District and were expended by the Talook authorities. The road has since been put entirely into the hands of the

Trunk Road No. 12. Trunk Road Department and is progressing (at present but slowly*) under the superintendence of Lieutenant Johnson. A sanction for the Bridge over the Pennar (not recorded in my office) has I understand been sanctioned in addition to the sum of 53,050, for the Road. But I believe there is much more yet to be estimated for. I have urged on the Superintendent of Roads the expediency of carrying on the earth work as soon as possible to give employment to the people during the present times of high prices which prevail. There is a question which does not appear to be yet settled, whether the line of Road is to be carried direct so as to cross the Huggry at Roopangoody, or to diverge to the Northward, and cross the river at Permadavarahully, so as to make one bridge suffice for two roads. It would, I think, be expedient to adopt the latter proposition, because it must be some very considerable time before the Huggry can be bridged in two places and it would therefore be best to have the first bridge where it would be available for two Main Roads. And because, even supposing a second bridge at Roopangoody was subsequently built, the piece of Road diverging Northward would not be thrown away; but be very useful to the country (chiefly a valuable cotton district) through which it will run.

6. This road promises to be of considerable value to the Bellary Town. It should be extended however to the town of Camply about 10 Miles, and also to Camlapoor and Humpee 15 Miles from which places it will I apprehend be extended into the Doaby Raichoor of the Nizam's Territories lately placed under Deputy Commissioners. The Road is under the charge of the Civil Engineer and under the superintendence of Mr. Hankin.

Bellary to Beevehully
at the foot of the
Ghat up the Raman-
droog.

Rs.
Estimate. 7,589-12-0
Done. 2,639-12-0

7. This road is progressing satisfactorily. It was very much required and when completed (for doing which a further Estimate of Rupees 3,414) has lately been sanctioned (24th Feb. 1855,) will make the communication between Bellary and the Sanatorium easy. The Road is under the superintendence of Mr. Hankin.

8. The total sum expended on the roads abovementioned on the sanctioned Estimates, during the year 1854 amounted to Rs. 40,539. But this does not show the whole amount expended on Roads during that year, which was one of great scarcity and many thousand people had to be subsisted by the generosity of Government, and were employed in making roads. But as a separate Report will be made in forwarding the Bills on that account for sanction, I shall not further allude to these Roads than to say that a sum of about 13,21,925 was expended in providing the means of subsistence to the starving population; and in return excellent Roads, mostly through the Black Cotton Districts, to the extent of about 350 Miles, were made in the Bellary District; and sanction has been lately received (10th February 1855) for completing with Masonry works, and keeping in repair 289 Miles of those Roads, and Estimates are preparing for the completion of the remaining portions.

Estimate.	Rs.	
Expended	1,62,609	
previous	32,968	
to 1854.		
In 1854,	40,539	
Total expended	73,508	

Estimates.	Rs.	
Construct-		
ing Drains	1,07,520	
&c.		
Annual re-		
pairs.	28,900	

9. In conclusion I beg permission to suggest that the Annual Report on Roads under the new system should be submitted at the close of the official year instead of the Calendar year.

I have the honor to be

Sir,

Your most obedient servant.

C. PELLY,
Collector.

Collector's Cutcherry Mangalore,
27th March 1855.

From F. N. Maltby, Esq., Collector of Canara, to Major J. H. Bell, Secretary to the Board of Revenue, D. P. W., Fort St. George.

SIR,

With reference to your Circular letter of the 10th October 1853, No. 743, I have the honor to submit my annual Report on the Roads of this District.

2. In this District the Fusly year is a more convenient division than the annual year. With the setting in of the monsoon all trade

ceases, and Public Works, are generally suspended and the accounts made up. I shall therefore often find it necessary in speaking of the effects of our Public Works to quote the accounts down only to the close of the preceding Fusly.

3. At the commencement of the past year, I made a tour through the north of the District, which enabled me to see nearly the whole of the roads, whether completed or in progress; and I can state with the greatest satisfaction, that I saw on all sides the clearest proof of the benefits which the District has derived from these works.

4. I follow the order in which I have hitherto arranged the roads in my report.

5. THE SUMPATTEE GHAT } Has been somewhat neglected owing
AND ROAD; BEING TRUNK ROAD } to the severe illness and absence of Over-
No. 11. } seer Graham during the best working
season. The repairs were made too late, and the road has been by no means in a proper state. On this subject, I addressed the Superintendent of roads, and as Mr. Graham has now an Assistant stationed at Peotoor, Mr. Campbell, I hope that the road will, this season, be brought into proper order. The sanction for repairs is liberal, and the road should be gradually greatly improved.

6. BRANCH ROAD FROM } In fair order. The sales of salt have
JALSOOR TO CASSERGODE. } continued to increase, and the trade at
Cassergode has been much improved. The Bridges along this line are in progress, and will, I hope, be finished this season. I have shown in former reports how beneficial this road has been to the small traders of Coorg and Umr Sooliah. In a late visit to the road I met many of them bringing the produce of their own lands to market.

Sales of Salt in 1259.....	None.
1260.....	Rupees 844-8-1
1261.....	„ 4,212-0-0
1262.....	„ 5,977-12-9
1263.....	„ 6,252-4-11

7. THE MUNJERABAD } The works on this Ghaut have been sus-
GHAUT. } pended owing to the absence of any execu-
tive officer. Eusign Hay assumed charge, but was almost immediately removed to the Mysore commission. Under Mr. Hudleston, Mr. Hay,

and now under Mr. Binny, the continuation of the Ghaut from Ooperunguddy to Mány has been in progress, and six out of the ten miles have been very admirably executed. Mr. Binny, the Assistant Collector, is now in charge of the work, and as bringing him into contact with the people, and affording him the opportunity of learning their language the arrangement is, for the present, a very good one. Mr. Binny is greatly interested in the work, which progresses most favorably under his care. But this can only be a temporary arrangement, and an Executive officer is greatly needed. This line is already much used by the traders of the Munjerabad Ghaut.

8. NEW CHARMADY } In my last Report I stated that a Talook
GHAT. } road connecting Buntwal and Ooperunguddy,
had been carried as far as Poonjaleuttah, and that I was in correspondence with the superintendent of Nuggur on the subject of opening a new Ghaut to the south of the Kadatakul Ghât. These projects have since been greatly advanced. The road is completed to Ooperunguddy (22 miles); and from Ooperunguddy to Moodigherry in Mysore, the trace of an excellent road and Ghaut has been made, and is being widened so as to be practicable for bullocks. This promises to be the line of largest trade in South Canara. It will form the subject of special report hereafter.

9. THE AGOOMBAY GHAT } Were in excellent order throughout
AND ROADS. } the season. But the Board are aware
that the roads are of the second class and unbridged. The sum of 3,000 Rupees was sanctioned for the improvement of the Ghât under the charge of Mr. Mackenzie. The work is now nearly completed, and I am informed that the improvement is very great indeed. The drains have been covered, the turns widened, and the gradients at some of the worst places, have been much easier by prolonging and adding to the zigzags.

10. The increase in the traffic on this Ghât is very remarkable. In 1844-45 the bullocks amounted to 60,819 during the season. In 1853 they amounted to 1,18,453. In the present year, 1855, they have been in the month of January 23,489, in February 26,851; and in March they seem likely to exceed 30,000. The traffick in one day of March amounted to 1,908.

11. The roads below the Ghât now form one of the Road Circuits, and the sum necessary for bridging the streams has been included in

the Budget; it may therefore be hoped that a cheaper transport than that by bullocks will soon be available. The roads, as second class roads, have been kept in good order by emergent outlay, and in some cases improved.

12. The Kolloor Ghât and Road are well repaired as unbridged and undrained roads, and as the repairs are made by removing earth from the scarp they are gradually widened and improved.

13. The Guersoppa and Mullaymunnay trace has been kept open for bullock traffick. The sanction for converting it into a first class road having been received, Mr. Babington is now employed upon it. This admirable trace will soon become one of our best roads.

14. The Daivymunnay line was visited by me twice in company with Lieutenant Babington. It is now being brought into the state in which so important a line ought to be. The sanction for annual repairs is very liberal, and now that the traffick is divided with the Neelcoond Ghât and the Arbyle line this road ought always to be in excellent order. The authentic accounts kept at the Tollbar at Sirey show, that since the beginning of the trading season to 22d February 1855, above 10,000 Carts have passed through it.

15. The Devghah ferry continues to be the great impediment on this road. I have not yet received from the Civil Engineer the estimate for a floating bridge so long and often requested.

16. The Neelcoond Ghât and Roads have now to be added to the list. Mr. Hall's zeal aided by the practical skill of the Road Superintendent Joan Mashado, has opened out this valuable line, and the roads above and below have been improved under Mr. Fisher and Mr. Robinson, so as to render them practicable for Carts. An estimate for bridging the line below the Ghât has been sent in, and Mr. Walker has included the cost of a timber bridge over the Donyhulla in the Budget. The Donyhulla bridge is one of the most important works of the District, as it will connect Sirey with Coompta and Honore at all seasons of the year.

17. The Arbyle line and the Scoopah Roads have been greatly improved. The traffick on the Arbyle line is steadily increasing; and this increase will be very rapid as soon as the timber bridges are completed. These are now making excellent progress under Mr. Müller a German Ar-

tizan whose services I was happily able to engage. I have every hope that Mr. Müller's energy and integrity will greatly improve the state of this Department.

18. I have now to speak of a series of new works which will be watched by the Board with great interest.

19. The Singawarree Ghât on the northern bank and

The Kyga Ghât on the southern bank of the Black-river, will connect Belgaum, Dharwar, Hullihall, Moondagode, and through Moondagode, the Cotton country of Dharwar and Bellary with the Port of Sadashegur. In the meanwhile the Port has been surveyed by Captain Taylor of the Indian Navy, and Captain Taylor expresses his opinion that for shipping to Europe this Port has advantages over any other. Captain Taylor's charts are nearly complete and will shortly be laid before the Board. Passing through the Jungles of Soopah these roads are opening out valuable land in all directions, and the advance of the Soopah Talook in cultivation is most satisfactory. I propose, however, to make this the subject of special report as soon as I can forward Captain Taylor's charts to the Board.

20. Having thus taken a review of the Ghâts and principal roads, I shall next speak of the roads of the Balaghât Division under Mr. Fisher, and of the northern coast Talooks under Mr. Robinson.

21. Besides giving efficient aid in carrying on the extensive bridge-work of the Balaghât and carrying on entirely the Neeleoond improvements, the Sub Collector has completed the road from Sirey to Bunna-wassy, and executed several minor local improvements, especially in the neighbourhood of Bilghy and on the road from Sirey to Siddhapoor.

22. The additional Sub Collector has directed the improvements below the Neeleoond Ghât and remodelled a great portion of the coast road between Byendoor and Bhutkul. The Agsoor road and bridges have been carried on under his orders, and great improvements have been effected in the coast road near Gokurn and Ankola. Mr. Robinson's sub division is improving in all directions under his care.

23. It would swell this Report to too great length to enter into these details, and it is difficult to convey an adequate idea of the convenience afforded to the people by the small detached improvements executed throughout the District.

24. In the south of the District near Mangalore an excellent road h bridges and drains, two miles in length was planned and executed Mr. Chase. It opens out a very fertile valley to the market of Mangalore, and it shortens the high Madras road by five furlongs.

25. The effect of these improvements upon the trade was in the year particularly striking. The scarcity on the Eastern coast created a great demand for the grain of this District, and trade was most active. I think it may safely be asserted that without the improvements late years an extra supply of 1,84,000 Mooras of rice could not have been available for export on a sudden demand.

26. The exports from Coompta (exclusive of cotton) rose from about 100000 lbs in 1262, to 14 lacs in 1263. A Table is annexed.

Comparative Table of Exports from Coompta (exclusive of cotton) during Fushies 1262 and 1263.

	Fushy 1262.		Fushy 1263.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
Rice..... Corges.	3,601	2,30,594	4,021	3,31,593
Wheat..... ditto.	274	14,345	262	11,596
Savy rice..... ditto.	0	0	30	2,200
Areca or Betelnut... Candies.	1,843	63,604	3,006	1,18,963
Pepper..... ditto.	1,585	94,906	4,951	3,46,493
Cardamums..... ditto.	113	83,900	126	97,298
Coffee..... ditto.	0	0	93	8,552
Catechu or Terra Japonica do.	0	0	100	4,611
Turmeric..... ditto.	597	12,895	634	18,817
Jaggry..... ditto.	4,058	84,331	7,946	1,62,889
Bees wax..... ditto.	51	13,721	36	9,512
Coir..... ditto.	131	1,854	132	1,925
Silk..... ditto.	0	0	26	42,732
Iron..... ditto.	602	18,010	630	21,345
Indigo..... ditto.	17	8,424	51	39,411
Sugar (brown)..... ditto.	1,657	39,724	3,705	94,745
Wild mace..... ditto.	0	0	48	1,910
Saltpetre..... ditto.	216	4,862	100	2,625
Gallnuts..... ditto.	449	2,314	1,731	10,769
Bark of the wild mimosa absteysens... ditto.	0	0	247	1,053
Cotton seed..... ditto.	222	1,755	0	0
Fruits of the shreelaly tree do.	443	1,253	0	0
Shark fins..... ditto.	14	1,477	0	0
Sandalwood..... ditto.	0	0	232	5,921
Do. oil..... ditto.	1	2,968	0	0
Do. manufactures..... No.	0	0	547	1,652
Horns..... ditto.	24,489	2,183	16,387	1,703
Gunny bags..... ditto.	0	0	46,050	4,938
Betel leaves..... ditto.	85,02,500	1,226	0	0
Piece goods..... Pieces.	23,898	37,446	33,584	50,541
Junglewood planks..... Yards.	11,161	1,119	0	0
Silver horse ornaments.....	0	1,200	0	0
Sundries under 10,000 Rs.....	0	7,662	0	17,975
Total.....	0	7,31,782	0	14,14,769

27. The increase in the Canara trade for the last 15 years appears by the annexed marginal Table. The cotton trade is very varying, but excluding this article, the increase is most satisfactory, and many branches of trade are springing up. Exclusive of cotton, the principal trade of the whole District shows an increase of about 17 lacs of Rupees in the last year over that preceding.

Exports.	Fushy 1262.		Fushy 1263.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
Rice..... Corges.	33,402	20,71,043	37,831	29,21,805
Sandalwood..... Candies.	761	36,138	711	24,912
Betelnut..... ditto.	9,232	2,21,868	11,584	3,03,313
Pepper..... ditto.	2,021	1,14,401	5,740	3,91,813
Coffee..... ditto.	4,292	2,32,408	7,118	4,41,634
Cardamums..... ditto.	140	95,356	148	1,05,908
Sundries.....	0	6,53,750	0	10,21,854
Total Exports...	0	34,59,964	0	52,11,239
Cotton..... Candies.	67,115	41,02,781	28,862	17,36,399
Total Exports including cotton.	0	75,62,745	0	69,47,638
Imports.				
Dates..... Candies.	3,852	40,759	2,493	27,282
Cocoanuts..... No.	31,17,391	32,146	36,39,821	32,292
Copper..... Candies.	111	30,029	141	60,260
Piece goods.....	0	3,45,206	0	3,56,720
Sundries.....	0	12,24,910	0	12,28,540
Total Imports.....	0	16,73,050	0	17,05,094
Total Exports and Imports } excluding Cotton..... }	0	51,33,014	0	69,16,333

28. I shall conclude with a few remarks on future operations. The late liberal sanctions of Government have placed very ample means at our disposal, and the principal difficulty now, is to find adequate superintendence.

29. The completion of the Arbyle and Siddhapore bridges, the Agsoor bridges, the Mullaymunnay and Guersoppah Ghât, the repairs and drains of the Sirey road, and the opening of the Kyga and Singawarree passes and roads will occupy the Civil Engineer, Mr. Babington, Mr. Law, and the European overseers, and these works will, I am sure, be continued with zeal and efficiency.

30. The late sanction for three road circuits is a most important step in organizing the Public works of this District, and as soon as these roads can be placed under efficient executives, the sum allowed is ample for their conversion into first class roads.

31. If this can at once be taken charge of by executive officers, the sub Collectors and myself will be able, very considerably, to extend the cross roads and improve the long neglected coast road.

32. Of the sum placed at my disposal, a considerable portion is already allotted to different works throughout the District. Traces are being made of several stages along the coast. Two north and two south of Mangalore, and one north and one south of Honore, the Hyder Ghur Ghaut at Sedashegur have all to be made into cart roads, and will absorb the Ferry fund, while the Talook roads will be carried on from the fund of 20,000 Rupees a year granted by the Government.

33. It is a hopeful fact that the road from Buntwall to Bellatunguddy has been traced and executed by natives of this District, and the line to Charmady and the New Ghaut entirely by a Native of Mysore, Dassanna Maistry. Major Porter writing to me from the Ghaut, says that it is enough to immortalize Dassanna as a Civil Engineer. This leads me to hope, that with the means now granted, we shall gradually educate a useful and efficient body of Native Engineers.

34. By means of the fund now at my disposal a Native road Superintendent, a Maistry, and a Mahramut Moonshee will be attached to each division, and a series of Talook roads on the plan laid before Government for connecting the different cishahs will be in progress

throughout the District, at the same time that the larger works are in progress under all the Executive officers available for the District.

35. Annexed are Memoranda showing the sanctions received, and the sums expended during the year under report.

MEMORANDUM OF SANCTIONS RECEIVED DURING THE YEAR 1854.				
Works.	Date of Sanction.	Amount.		
	1854.	Rs.	A.	P.
Timber bridges on the Jalsoor and Cas- sergode road.....	16th February..	2,639	10	0
Widening the Neelcoond Ghât.....	14th March.....	7,050	0	0
Trace of the Cadatakul Ghât.....	6th April.....	3,000	0	0
Repairing the Agoombay Ghât and road..	10th July.....	3,750	0	0
Trace of the Tinnye Ghaut.....	19th August ...	5,000	0	0
Ditto. Kyga Ghaut.....	25th ditto. ...	5,000	0	0
Draining the Daivamunny line.....	24th October...	7,124	12	5
Mullaymunnay and Guersoppa line.....	14th December.	20,425	9	0

MEMO : OF SUMS EXPENDED DURING THE YEAR 1854.

Works.	Amount Sanctioned.			Amount expended during 1854.		
	Rs.	A.	P.	Rs.	A.	P.
Perdoor and Mulpay road.....	5,987	13	7	19	3	7
Improvement of the Quay at Mangalore....	1,344	5	0	29	12	6
Town and sea custom house road at Coompta	2,068	11	0	22	12	0
Hullial and Marincoppa road.....	4,500	4	7	1,336	3	8
Arbyle and Ankola road.....	6,714	6	2	2,597	13	8
Repairs of the Arbyle road.....	3,750	0	0	459	8	11
Byendoor and Bhutkul road.....	1,700	0	0	491	12	7
Sea Custom house Quay at Mangalore.....	1,879	10	8	325	9	0
Revetting the landing places at the Meerjan ferry.....	1,312	9	0	1,190	6	2
Constructing the Conchigar coottle bridge...	3,305	11	10	2,413	8	8
Drains &c. on the Daivamunny line.....	77,988	9	2	431	13	2
Repairs of the Neelcoond Ghât line.....	5,000	0	0	3,788	10	5
Ooperanguddy and Panimangalore line.....	9,900	0	0	2,464	7	7
Singawarree Ghaut line.....	10,850	0	0	5,114	5	3
Timber bridges on the Sirey and Siddhapoor line.....	9,960	3	9	4,286	12	10
Ditto. on the Arbyle line.....	31,917	3	5	2,238	2	1
Repairs of bridges and drains on the Sirey and Dharwar line.....	20,324	4	4	17,048	0	10
Timber bridge on the Julsoor and Cassergode line.....	2,639	10	0	633	12	0
Widening the Neelcoond Ghat line.....	7,050	0	0	4,932	8	3
Repairing the Agoombay ditto.	3,750	0	0	1,319	0	11
Draining the Daivamunny line.....	7,124	12	5	1,301	8	11
Opening the Kadortagul Ghaut.....	3,000	0	0	1,379	0	7
Repairs of roads &c. on emergency.....	0	0	0	7,464	13	7
Ditto. ditto. under annual sanction....	0	0	0	13,996	7	9
Ditto. ditto. under the discretionary sanction of 6,000 Rupees per annum....	0	0	0	6,000	0	0
Total.....				81,286	2	11

I have the honor &c.,

F. N. MALTBY,

Collector.

*Sub Collector's Catcherry, on Circuit,
Hullial, 21st February 1855.*

*From W. Fisher Esq., Sub Collector, to F. N. Maltby Esq., Collector
of Canara.*

Sir,

1. I have the honor to forward the usual report on the state of those roads of this division which are under my charge; and on the work done, and money expended during the past year.

2. There have been seven separate sanctions under which works, Improvements, and repairs have been carried on.

3. I will take the subject under the above heads, applying the first designation to bridges in the course of construction; the second to new earth work, and the partial alteration of old lines; and the last to such general repairs of old and lately constructed roads, as circumstances rendered necessary.

4. The bridges sanctioned and under construction in the three Talooks forming my division are 33 in number, and all either on the Sirey and Siddhapoor road, or the line from Yellapoor to the coast by the Arbyle Ghât.

5. Between Sirey and Siddhapoor, distant from each other 19 miles, there are eight platform bridges. For these stones were cut and timber felled before the setting in of the monsoon. The stone work of the Teagly bridge was also finished, and that of Coodahully far advanced. All that has been done since, is the completion of this last bridge, as regards stone work, and the further preparation and carriage of materials for the others.

6. As yet, I am sorry to say the platforms have not been commenced owing to the timber felled turning out unfit for such spans as 30 feet. On becoming aware of this, I addressed the Civil Engineer on the subject in October last, but have only now received his plan for building beams. This work will now, I hope be proceeded with at once, and may I think with a little management be carried on during the monsoon before the approach of which I hope to see the piers of the largest bridge yet to be built, (that at Mavineope) finished, or in a very forward state. Progress in buildings of this description contrasts badly with the rapidity and success with which roads are opened, because we cannot command the skilled labour and superintendence required for such work. I

have but one Maistry to attend to these 8 bridges and look after the building of the Sudr Ameen and Moonsiff's Court at Sirey; and but for the kindness of Lieut. Walker, should have had great difficulty in making a beginning at Arbyle.

7. The accompanying statement gives the amount sanctioned and

	Amount Sanctioned.		Amount Expended.		Balance.	
	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.
Kansoor.....	527	6 10	75	15 7	451	7 3
Teagly.....	2,912	13 10	233	14 4	558	15 6
Goodwally.....	1,001	9 8	880	13 5	720	12 3
Herasy.....	517	1 6	0	0 0	517	1 6
Cabunkhullah...	1,161	11 9	202	12 0	958	15 9
Towalkul.....	505	7 11	61	7 6	444	0 5
Mavinsope.....	2,228	8 4	636	13 2	1,591	11 2
Barugnay.....	505	7 11	69	15 6	435	8 5
Total...	9,960	3 9	4,231	11 6	5,678	8 3

that hitherto expended on each bridge; and taking that at Teagly as a sample, it appears that these works cannot be constructed at the estimated cost. Wages are higher than in the low country, the quarries are often at a considerable distance from the works, and it is difficult to procure carriage which is only to be had at high rates. Besides this, no allowance is made in the estimates for damming and pumping though both are necessary, our larger streams being perennial.

8. On the Arbyle line there are 25 bridges within the Soopah Talook already estimated for. Materials for four of these had been collected, and preparations were in a forward state before the setting in of the monsoon. Nothing more could be done within the year, but as soon as workmen could be collected, and the water was sufficiently low to admit of their commencing, I was enabled to set a party at work on the Tapallay bridge under the energetic superintendence of Mr. Muller, the stone work of this bridge is already finished and the timbers and platform well advanced, whilst the masonry of that at Magode will be completed in a few days. Here, as on the Siddhapoor road, there is a difficulty in procuring timber of sufficient size and quality. I was fortunate in securing the service of an excellent Maistry carpenter, of whom Mr. Muller speaks in high terms, and under the present management, the works on this line will I trust advance with satisfactory rapidity.

9. The improvements effected during the past year comprise the further working out of the Neelcoond Ghât trace, for which 9,000 Rs.

have been granted (including the sum of Rs. 1,000 given after the monsoon for repair of damages.) The partial opening up of the new trace near Bilghy, and between Ameenhully and Watyullah; the continuation of improvements on the Heroor, Siddhapoor and Bunwassy roads, and the widening of the Arbyle line.

10. The following table gives the sum of work done, and the total amount expended shewing also the rate per mile.

	Amount of work done.			Total amount Expended.		Rate per Mile.	
	M.	F.	Y.	Rs.	A. P.	Rs.	A. P.
From Wattyhullah to Ameen-							
hully	4	2	22	844	2 6	198	0 7
Bunwassy road.	0	1	164	88	1 2	403	10 8
Arbyle road... ..	34	4	0	682	8 2	19	12 6
Siddhapoor road.	2	1	190	654	5 9	293	0 8
Neelcoond Ghât	5	1	0	6,416	15 8	1,252	1 6
Trace to Bilghy.. ...	3	2	28	444	4 11	136	1 0
Heroor road.. ...	0	2	175	45	13 4	16	6 4
1 Arched and 4 flat drains on the Bunwassy line.. ...	0	0	0	324	1 9	0	0 0
Total.....	0	0	0	9,500	5 2	0	0 0

11. A little more than 7 miles of the Neelcoond Ghât were opened by Mr. Hall in 1853-54 and the work done since the monsoon has chiefly therefore consisted in removing rubbish and repairing monsoon damages, which however rendered a good deal of scarping work necessary. In numerous places the road-way is now cut completely out of the solid but nearly precipitous hill side, and where rock crops out and the exterior portion of the road had been carried away, very heavy work remained to be done. The temporary bridges on the line stood the wet season well, and the whole extent of road way, 8 miles in length, and averaging now a width of 15 feet, is open for traffic, and in excellent order. I have repeatedly visited and carefully gone over the whole line and as far as I am able to judge, the work has been done in a style which will bring no discredit on road making in Canara.

12. The trace from Wattyhullah towards Ameenhully has been well worked out, and an excellent cart road now exists where in many

places it was difficult even for bullocks to pass last year. No one could now recognize that portion of the line between the above nullah and old Neelecond, and in fact I trust that all that has been done is of a character to merit the approbation of the Civil Engineer who will I hope before long be able to go over the line.

13. In that portion of the Siddhapoor road which has been worked during the year the trace has been carefully and successfully opened out, but the rate per mile at which it has been done is higher than I expected.

14. The marginal table gives the expenditure of the sanction of

Talook.	Distance.		Expenditure.		Rate per mile.	
	M.	F. Y.	Rs.	A. P.	Rs.	A. P.
Soopah...	98	1 90	1,891	4 7 19	4 2	
Soudah...	44	7 0	617	3 10 13	7 2	
Bilghy...	19	0 0	108	10 2 5	11 6	
Total...	163	0 90	2,617	2 7 16	0 9	

Rupees 20 per mile. It varies very considerably and for several reasons. In the Soopah Talook nearly the whole amount sanctioned has been expended, but this has not been the case in Bilghy or Soudah with the exception of the Ameen-

hully and Neelecond Ghat line. In Soopah the soil is mostly of a comparatively inferior quality for road making, wear and tear is greater, and the damage done during the monsoon is more extensive than in the other Talooks. This Talook moreover had the advantage of being under a man who thoroughly understood his work and took great interest in his roads. In Soudah and Bilghy the Tahsildars have been changed and having only lately joined, were wanting in experience.

15. From this latter cause less was done early in the season on the Soudah road than I could have wished, and when I had been over it myself and had given directions about its repair, my orders were not properly attended to, and I found money was being thrown away, partly from the fault of those employed, and partly because it was too late to work on level ground, which so quickly becomes baked and hard. I am now satisfied that the commencement and close of the monsoon are our best seasons for repairing roads, and that during the monsoon new cuttings and earthwork can be undertaken where the ground is open.

16. Until the end of February hill sides may be worked with advantage, as once through a thin crust, there is almost always sufficient

moisture in the soil, to enable the people to make tolerable progress. After that month the season ought I think to close, except in particular spots covered with jungle, as progress is then slow and work expensive both in tools, and wages.

17. A little attention to these points will I hope enable me to push on pretty fast, and at the same time make the most of the money placed at my disposal.

18. During the last few months I have visited the lines noted marginally throughout. This is in very fair condition as far as the surface goes, and when the estimate for making it a second class road is sanctioned, changes and improvements will be made which will render it an excellent and highly useful line.

19. This is little more than a track, but still practicable for carts in the dry seasons, and as this road will require at any rate one expensive bridge, I think that a new trace ought to be sought for, as the line is in many places objectionable and palpably faulty.

20. The Arbyle Ghat and road has been widened, and all these roads are in excellent order from one end of the Yellapoor and Arbyle. Talook to the other; that to Hullial excepted, Do. and Kirvatty. though particularly above the Ghats, the soil is in Do. and Moondiade. many places inferior. Do. and Hullial. An estimate has been sent in for the Shidlagoody bridge on the Moondgode line, but I am not aware that any measures have been taken with a view to completing the communication across the other Nullahs which will I think be very necessary. When once we have got people into the way of constructing timber bridges, such as are now in progress on the Siddhapoor and Arbyle roads, this would be easily accomplished.

21. From what I have now seen of the Yellapoor and Hullial road, and alluding to in particular that portion of it between Tattyhullah and Hullial, I am of opinion that from the evident amount and heavy nature of much of the traffic it is of more general benefit than any other in this Talook, the Kirvatty road perhaps excepted. At present from the badness of the soil, and the heavy loads passing over it (consisting chiefly of Timber and other products of the Jungles) the whole road from near Tattyhullah to the neighbourhood of Hullial, is fearfully cut up.

Efficient repair will be both difficult and expensive, but I will have an estimate prepared and submitted.

22. The use of Wudder carts ought to be prohibited every where, for nothing can stand the action of their solid wheels which have such play at the axle as always to present the outer or inner edge of the wheel to the surface of the road. I would therefore propose that a Vaidah be given to the Wudders here as has been done on the Sirey and Arbyle lines, after which these carts will not be permitted to ply.

23. The sum of Rs. 143-0-2, has been paid out of the district sanction (Rs. 6,000) as shewn

MONSOON REPAIRS.		Rs.	A.	P.	in the margin, and including this sum, the total amount expended during the year in the marahmut department is Rs. 17,852-9-0 viz on bridges Rs. 5,592-1-0, on the Bilghy trace and
		70	0	3	
Bunwassy road.....		40	3	8	
Samplaud to Revenkutta road....		22	8	11	
Heroor road.....		10	3	4	
Drain on the Bunwassy line.....					
Total...		143	0	2	

M. 12 F. 1 Y. 11 of new road and Ghât and Rupees 8,493-11-4 and on drains, general repair of the M. 222 F. 4 Yds. 90 of road at present existing in the three Talooks, Rs. 3,766-12-8. The above statements really show but a portion of the work done and advancement made during the year, as the 1st class Dharwar and Comptah line has been very much improved by Lieut. Babington, and Lieut. Law has been working the Unshy Ghât trace a portion of which had only been previously opened. Already I am informed this Ghât, is being used for bullock traffic, and the Civil Engineer's arrangement for the new ghât from Yellapoor to the black river, promises another important line of communication at no distant day.

I have the honor, &c.

(Signed) W. FISHER,

Sub Collector.

(True copy.)

F. N. MALTBY,

Collector.

*Additional Sub Collector's Cutcherry,
Honore, 5th February 1855.*

*From J. D. Robinson Esq., Additional Sub Collector to F. N. Maltby Esq.,
Collector of Canara.*

SIR,

I have the honor to forward the general road report for the division under my charge.

Coast road from Cundapoor to Seda sheghur. This line has received some very important improvements latterly, and operations are still active in several stages of it.

The first mile of road as you leave Gungolly admits of great improvement, which might be easily and I believe, cheaply effected. At present the road is here a mere narrow tortuous alley; somewhat further on, the line becomes sandy and heavy and continues so until the Mahraja Devastan is passed, a distance, as far as I can recollect, of some 4 miles in length. I remember on a former occasion making a reconnoissance in company with your present Naib Sheristadar of a more inland line, without coming to any determination on the point, and I propose when next in the neighbourhood to make a more accurate survey of the ground towards ascertaining how the difficulties of the old track may be best surmounted.

The great obstacle to improvement is the deep arm of the backwater between which and the sea the present road runs.

The remainder of the road to Kirmunjeshwery, and thence to Byn-door presents no very formidable impediments that I am aware of, and is already in fair order; but the slopes down to the streams must be facilitated, and doubtless when this portion of it comes under my nearer attention, there will be many general improvements found necessary along it.

Byndoor to Moorde-
shever.

The details of this work have already been so fully discussed in my diaries that it is needless to revert to them.

The road has in many places, been entirely remodelled and provided throughout with substantial drains; when the operations now in progress have been brought to a close, and the difficult approaches from the South to Bhuteul and the Venktapoor ferry, have been replaced with the easy slopes, of which in both cases the ground admits, the condition of this portion of the line will be most satisfactory.

I took the opportunity of Mr. Walker's change of plans to meet him at Bhutkul and accompany him over the ground both in the direction of the harbour and approach. As regards the former, we were unable to come to any conclusion, but for the latter Mr. Walker indicated generally the direction of the new trace which he has brought down to the stream by a more direct and convenient approach, intending to span it with a new bridge for which he is to give me the plan.

Although it seems at first thought, a pity to make no use of the good bridge we already have, yet I believe, that considering the costly embankments and large compensation required for carrying the road over it in any satisfactory manner, the new scheme will be almost as cheap of execution, as it certainly will be shorter and more direct. So soon as I can withdraw my Superintendent from the Jebbincode road, I will put these important improvements in hand.

The cost of operations heretofore along these 2 stages has been Rs. 1,288-3-9, of which Rs. 867-3-3 belong to a former sanction, and the remainder to disbursements made from time to time as the work called for them. I should add that the condition of the bazaars through which the main line passes has been attended to and a very pleasing improvement been effected.

Moordeswar to Honore with Guersappah branch. I should have been glad to have had it in my power to report the progress of this new and much needed trace, but my Superintendent has had his hands so full on the Neelcoond and coast road works, that this together with several other desirable projects is for the time in abeyance.

This new trace shall, however, have my earliest attention, and if possible the work shall be put in hand this season.

Our progress at present is necessarily slow, owing to the want of trained agents, but the school exists, and I can already point out among those employed under the Superintendent's orders, several who will be soon qualified to conduct and direct, without assistance, works requiring some skill and judgment.

This stage has not been wholly neglected, although necessarily in abeyance until the Canal scheme be matured, and its direction determined. In the mean while the embankment over the Karki paddy flat is being substantially renewed and repaired and the road and small Ghat between

the Hullideepoorra ferry and Dharieswar have been put into neat and serviceable order.

In the mean time the construction of a substantial road as far as the ferry, can always with safety be undertaken, as beyond that, the canal would not I presume, be brought in a southerly direction. I hope to have Mr. Walker's immediate advice as to how this project can be best carried out.

From the ferry to the South bank of the Tuddri, if we except the 2½ miles out of Coomptah to the North, a road can scarcely be said to exist here; nothing can be done until it is ascertained how the canal is to be brought, and whether its bank or banks may not be made available as a land communication. The necessity for a good line of communication between 2 such important places as Coomptah and Tuddri is too apparent to need my advocacy.

This piece of road has been much improved since the monsoon. The old line passing over Gokurn hill is now wholly abandoned in favor of the new road round the base leading to Sanekutta, a little beyond which (at the point at which the pathway up to the Bungalow diverges), it comes to a sudden termination. This road I am now prolonging in a northerly direction, and propose carrying it, as can easily and cheaply be done, to the Hanihully hill (a little north of Gokurn) which has now been made practicable for wheels on either side. By such an arrangement, a considerable distance will be saved, in fact, the Tappal ruamers and Villagers have already beaten out a trace for us. At the same time an improved branch road can be formed leading round the base of the hill to Gokurn. The Sanekutta road is in places exposed to a heavy water shed from the hill side, and it will be desirable to replace the present open drains by covered ones, carrying the water under the road. Beyond Hanihully there are some 3 miles of sand to be traversed not very deep however, and I believe, quite capable of improvement.

Between Gungawally and Ankolah much good work has been done. The ascent from the river has been facilitated, although yet too abrupt to be satisfactory. The bad piece of road round the Munjgoony hill, has likewise been successfully dealt with, and the whole line as far as the Cusbah vastly improved. The great want here, is stone cross drains, but these I shall see supplied, so soon as I have funds at command. The

Tahsildar has been ordered to supply a list and estimate of cost; but in the meantime such minor works should I think, be in progress, and I believe, that with Rs. 500 some very useful work might yet be done before the rains between Tuddri and Ankolah. At present the funds available under the former system, have been expended; the repairs up to this time having cost Rs. 201-14-6.

Beyond Ankolah nothing has been done, nor would I propose spending any money on that portion of the road, until operations on the Hydur Ghat are in actual progress.

Within the scope of that project would, I presume, come the whole of the ground intervening between the Bellikerry river and Kalanuddy.

This line over which I have very lately ridden is in satisfactory order. The monsoon repairs costing Rupees 155, although somewhat late of being commenced, have been well executed. A bad land slip near Meerjan has been removed, and for the repair of the damaged bridges on either side of the same place, material is now being collected. So soon as the Sooggee crop is independent of a supply of water, the works shall be put in hand under the superintendence of Veerasawmy Maistry.

Bridge making operations along the remainder of the line within my limits proceed satisfactorily, and I believe, the stone-work will be completed within the present working season.

The wood-work for the platform is not in so forward a state, and a mis-apprehension as the kind of work expected from him, and the want of timber of dimensions have retarded much Mr. Hamilton's operations. I am in hopes that 2 of the platforms for the smaller bridges may yet be got ready, and placed before the rains.

As these works will have my frequent comments, I shall dismiss the subject for the present.

Branch by Armutty and Agascorte Ankolah. The branch line by Armutty and Agascorte to Ankolah has already been frequently reviewed.

The Armutty portion of it, lying through very manageable country is now in good order, and can easily be kept so. The westerly half of it is far more difficult to deal with, and much yet remains to be done. I am in hopes, however, of being able to get this tedious undertaking brought to a successful close before the monsoon.

I have seen but a very small portion of this road, but there have been working parties on it, and the Tahsildar was to see to its being substantially repaired. Cross drains are here, as on most of our roads, the great desideratum, and to the gradual supply of these, do I propose applying a portion of the Rupees 5,000 promised to me.

The small cross road between Heeragooty and Sanekutta is likewise much in want of stone drains.

The first $4\frac{1}{2}$ miles have been entirely remodelled at a cost of Rs. 300 per mile. The work is excellent. The middle $3\frac{1}{2}$ miles on either side of Chendawer are in abeyance, awaiting a new trace, which, for many reasons is absolutely necessary; the general direction of this trace is nearly determined. On the remainder of the line, and more particularly beyond Santagul, operations progress vigorously, some 150 hands being daily employed.

The difficulties at this point are very great, and work is costly; but I have thought it better to continue operations on the scale in which they were begun, and to trust to find my resources for their satisfactory completion, when the present sanction shall have been exhausted towards the close of the month. The cost on this road, according to the most recent accounts, amounts to Rs. 1,650.

Several of the intermediate miles between Chendawer and Santagul are nearly as good as could be wished. I feel nearly sure that this road cannot be put into thorough order under Rupees 5,000-6,000. The original sanction did not contemplate a remodelment of the road, such as has been partially made. I shall be glad to be favored with your instructions as to how I am to proceed; at the same time I am confident that a less ambitious plan of operations would not have served our purpose. It is a popular line, and the traffic is much on the increase, being fed from both the lateral branches to Honore and Kuttagul, and from the Hossaghat, which important pass I hope soon to see improved and facilitated. Neither the Honore nor Kuttagul branches are in such good order as I could wish to see them in, but I have their repair in contemplation so soon as the fall of rain enables me to undertake it. On the latter especially, the descent on the river at Oopinpatnam opened out by Mr. Hudleston, has fallen in places into bad order, and must be seen to before the rains.

The cross road and landing place at Kuttagul must form subject of a separate communication.

Of these, and the Devamunni lines I need not speak, as they are not under my management and are specially provided for. The latter was kept clear for traffic, and repaired, where needful, during and after the monsoon at a cost of Rs. 232-3-0, and was, when I passed up it, in capital order.

The general state of the Ghat when I passed down it in November was satisfactory, the bridges throughout which had failed were repaired, and the ledge which has given so much trouble by yearly giving way had been built up in such manner, as to afford hope of greater stability for the future. Several parties were then at work on the road, and I am since informed, all necessary repair has been executed. The least satisfactory portions of the line are to be found above and below the Ghat, which circumstance I pointed out to the Tahsildar, who promised to give it his attention. The stream at the foot of the Ghat still unbridged, is a great impediment.

These bullock passes which I have not yet had an opportunity of seeing, have all received some petty repair, but judging from the amount so expended, their condition can scarcely have been bettered in any sensible degree, contributing as they all do, to the trade of our sea board, they would seem to deserve more consideration than they receive.

In the case of the Hagawaddy pass especially, the Bhutkul merchants are clamorous that something should be done towards facilitating it; and for the regular and more substantial repair of that by Hossungady there are also lying by me several petitions.

The people far and wide, have a keen appreciation of the benefit resulting from good roads and harbours, and it is quite amusing at times to hear with what eagerness each little township pleads its own particular interests in this respect, and claims for them my attention and promised recommendation.

Mr. Walker accompanied me over the ground, by which it is proposed to carry the new inland road between Moordeshwer and Honore, and seemed well satisfied of the general eligibility of the line. There are but few bridges required, and these small, and the difficulties of every kind

P. S. New trace between Moordeshwer & Honore.

are neither numerous nor will they be hard to surmount. Easy natural slopes may be found along the whole line.

The Guersappah junction road would probably diverge at a small Village named "Kosagari," beyond the spur of the Cotabgooda crossed by the trace, in which vicinity a Bungalow common to both roads might be built. The great difficulties are the descent on the Honore river, and the determination of a convenient ferry-place. I am in hopes I may also have Mr. Walker's opinion on this matter before he leaves this.

I have &c.,

(Signed) J. D. ROBINSON,

Additional Sub Collector.

(True copy)

F. N. MALTBY,

Collector.

*North Arcot Collector's Circuit Chelcherry,
Wallajapett 22d June 1855.*

From C. Whittingham, Esq., Collector of North Arcot, to Captain G. C. Collyer, Secretary to the Board of Revenue, Fort St. George.

SIR,

Para 1. I have the honor to submit the Annual Report on the Roads of this District for the year 1854. Enclosed is a statement in the form prescribed by the order of Government in Extract from the Minutes of Consultation dated the 11th January 1853, received with the Proceedings of the Board of Revenue Department of Public Works dated the 3d March 1853, showing what portion of the Roads sanctioned by Government has been completed, and what is in progress, and what portion has not been commenced within the year under report, as well as the works recommended for sanction. I shall briefly notice each of the works included in the statement.

2. This Road which is about 9 miles long, connects the two important towns of Vellore and Chittoor. The total Estimate sanctioned by Government including the maintenance allowance is Rupees 11,294-7-4. The actual expenditure amounted to Rupees 11,592-15-7, thus exhibiting an increase of Rupees 298-8-3 over the Estimate. The Board have already been made aware of the insufficiency of the amount sanctioned on ac-

From Vellore to Pan-natere.

count of the above Road, and there has been consequently a trifling expenditure over the Estimate. To the formation of this Road, my Head Assistant Mr. Sullivan devoted his particular attention, and superintended the execution of the greatest part, yet the Road is not what it ought to be; it is good only in some parts, and bad in many others. The importance of this Road, the advisability of its being placed under the Road Department, the advantages it holds out in a commercial point of view in relation to the Railway now in progress, have been so fully pointed out by my predecessor in his Report for last year (1853,) that it is not necessary for me to say any more on the subject.

3. The next in the List are the improvement of the Bazar Road in the Town of Tirvatoor, and the repairs of the Bazar Road of Tirvatoor. Road between Arnee and Calespauk, which was very bad in some places. These works, though trifling were urgently required, as stated by my predecessor in his Report of last year.

4. The three foregoing comprise all the works that were completely executed during the year under report. The next in order are the works in progress, of which the first in the List is the Road from Balapully to Cunacumma Choultry, a distance of about 50 miles. The importance of this Road has been fully described by my predecessor in his Report of last year. He has also adverted to the absence of efficient supervision which is so utterly wanting, that I should despair of the proper completion of any of the roads now under the management of the Collector, if the proposed scheme of transferring all the marahmut works to the Civil Engineer's Department did not hold out a hope that proper superintendence will not long be withheld.

5. The utter inefficiency of the Tasilidars to superintend any description of marahmut, early and forcibly arrested my attention after my arrival in this District. The only superintendence of which the Collector can avail himself is, that of the superintendent maistry and his deputy, and that of the six Talook maistries. The consequence of this utterly inefficient establishment is, that the Roads are virtually from time to time left to the superintendence of Pygusts, persons temporarily employed on 7 Rupees a month. Under these circumstances, I had it in contemplation to state to the Engineer, that if I could not be provided with efficient European superintendence for those roads under my charge, I must

beg to be relieved of all road making, and repairing, as the present system could only lead to a waste of the public money. The welcome information received regarding the transfer of all the marahmut to the Civil Engineer's Department rendered my application to the Civil Engineer unnecessary. The whole of these 50 miles of Road is under the management of the Collector, and I have above sufficiently accounted for the slow progress of the work.

6. This road is also very important. It is 38 miles long. Its Estimate is Rs. 12,822-1-3, of which the amount expended up to 1854 is Rupees 3,145-1-4. The whole of the 38 miles is under the Collector's management, and for the reasons before stated the progress during the year under report has not been greater.

7. This important Road is under the superintendence of the Civil Engineer. It connects these two towns, and crosses the line of the Madras Railway. It is 15 miles long. The original estimate sanctioned by Government on the 21st December 1852 was Rupees 6,815, the greater part of which was expended in the course of the year 1853; and the remainder in last year. A further estimate has been sanctioned on account of this Road for the construction of certain bridges, as will be seen in the enclosed list under the head of "not commenced."

8. This Road is also under the superintendence of the Civil Engineer's. The amount of estimate sanctioned was Rupees 11,564-11-8, of which about one half has been expended up to 1854. Its length is 35 miles.

9. This also is an important line, in a commercial point of view. Like the Tellar Road it needs much improvement. It is under the superintendence of the Civil Engineer. It is about 22 miles long. The amount of sanction on account of the improvement of this piece of Road is Rupees 9,187 out of which nearly three fourths, have been expended during the year under report.

10. The amount of Estimate for this road sanctioned on the 10th July 1851 was Rs. 1,167, of which 560 Rs. have been expended. The work is carried on under the superintendence of my Head Assistant Mr. Sullivan. A further large Estimate has been sanctioned for the construction of bridges &c. on this Road.

11. This line is valuable being crossed by the Railway. By it the Railway will be reached on the one hand by all the traffic of the large and Commercial town of Cuddapanuttum to Georiatum, and on the other by that of Cuddapanuttum and the adjacent country. It is desirable that this Road be made a first class Road.

12. Besides these, there are other important works which though sanctioned have not been as yet commenced. The general importance of Road communications, the wants of this District in that respect, the means by which they can be remedied, and the most important points that require to be attended to at once, are all particularly dwelt upon in the Report submitted for last year, and I do not therefore propose to add any further remarks on the subject.

I have &c.,

C. WHITTINGHAM,

Collector.

Chingleput Collector's Catcherry,

Banore, 5th May 1855.

From C. J. Shubrick Esq., Collector of Chingleput to the Secretary to the Board of Revenue, Fort St. George.

Sir,

I have the honor to forward the accompanying statement explanatory of the progress made in the construction and repair of roads in this District during the past year 1854. The several roads therein entered will be mostly completed in the present year, and together with a few more the Estimates for which are being framed in the Civil Engineer's

Department to serve as feeders to the Railway now under construction, and a few branch roads to the sea coast which will be provided for when the southern canal is dug, will I hope place this District in a proper position as regards the lines of internal communication.

I have &c.,

C. J. SHUBRICK,

Collector.

Statement shewing the particulars of works performed to the several Roads in the District of Chingleput for 1854.

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NAMES OF THE ROADS.	Date of Sanction.	Amount of Sanction.		Whether completed or not within the year.	Amount of work performed prior to year 1854.		Work performed in the year 1854.		Total.		REMARKS.
		Rs.	A.P.		Rs.	A.P.	Rs.	A.P.	Rs.	A.P.	
Cross Road from Chingleput to Conjeveram.....	25th Nov. 1851.	6,917	13 2	Most part completed.....	6,019	9 0	615	12 4	6,635	5 4	This was expended out of the annual allowance of 1854 and 1855, sanctioned for this Road, for the repair of damages caused by the action of the water of the Conary Coom Tank. The allowance of 1855 has been drawn upon in anticipation of no repairs being required in that year.
Road from Conjeveram to the High western Road.....	Do.	2,394	13 0	Completed.....	2,816	8 0	48	5 0	2,894	13 0	
Do. Do.	Do.	137	0 0	Do.	0	0 0	271	5 0	271	5 0	
Do. from Conjeveram to Tindivanam via Tellar...	1st July 1853...	2,079	15 3	Under progress.	0	0 0	8,585	11 9	8,585	11 9	These works are under the Superintendence of the Civil Engineers Department.
The above Road in the limits of Pennugur.....	Emergent Estimate.....	578	8 0	Do.	0	0 0	142	2 2	142	2 2	
Do. from Chunambut to Tindivanam.....	16th June 1853.	1,794	11 2	Under progress.	0	0 0	1,394	4 0	1,394	4 0	
Do. from Trivalloor to Kistnapoorum.....	12th April 1854.	3,952	1 8	Do.	0	0 0	942	0 0	942	0 0	Do. Do.
Do. from Coraltloor to Trivalloor.....	14th Dec. 1854. Bd. letter.	14,412	2 2	Do.	0	0 0	0	0 0	0	0 0	
Pioneer's Road.....	1st June 1854.	1,351	13 0	Do.	0	0 0	80	0 0	80	0 0	

REPORT BY THE

Cross Road from Thuthoor to the Northern Road.....	Government. 12th June 1854.	2,213	3 2	Under progress.	0	0 0	693	11 0	693	11 0	Do. Do.
Do. from Poonamallee to St. Thomas' Mount.....	6th June 1854.	16,484	11 11	Do.	0	0 0	3,904	15 11	3,904	15 11	
					8,866	1 0	16,678	3 2	25,544	4 2	
Do. from Sydapet to Poonamallee.....	"	0	0 0	Completed.....	0	0 0	158	1 0	158	1 0	These sums were expended out of the discretionary allowance in the performance of repairs and the construction of Tunnels in parts which were most in need of them.
Southern Coast Road.....	"	0	0 0	Do.	0	0 0	233	5 0	233	5 0	
Do. from Madras to Cuddapah in the limits of Taker's Choultry.....	"	0	0 0	Do.	0	0 0	408	12 0	408	12 0	
Cross Road from Southern Trunk Road to the Pullavarum Post Office.....		0	0 0	Do.	0	0 0	73	0 0	73	0 0	
Old Road to Arcot.....		0	0 0	Do.	0	0 0	196	12 0	196	12 0	
Repairing the Bridge Road leading from mallee to Cuddapah Trippassoor.....		0	0 0	Do.	0	0 0	47	10 0	47	10 0	
					0	0 0	1,117	8 0	1,117	8 0	
Total works performed in 1854.....					0	0 0	17,795	11 2	0	0 0	

COLLECTOR OF CHINGLEPUT.

E. E. P

C. SHUBRICK,

Collector.

ARTHUR S. MOBERLY, Lieut.

Offg. Civil Engineer 4th Divn.

Chingleput District,
Collector's Circuit Cutcherry,
Ennore, 5th May 1855.

53

South Arcot Collector's Catcherry

Cuddalore, 23d February 1855.

*From Arthur Hall, Esquire, Collector of South Arcot, to Major J. H. Bell
Secretary to the Board of Revenue, D. P. W. Fort St. George.*

SIR,

I have the honor to submit a report upon the Roads and communications of this District, for the past year 1854, with a Statement shewing the actual amount of expenditure on them during that period.

2. The sum which was laid out for improvements in the communications of the District, exclusive of Trunk Roads, was Rupees 1,08,309-4-3, as shown in the statement, by which it will be also observed that 365 miles of road were under construction and improvement.

3. The most important Road under execution was that from Cuddalore to the Salem frontier by Virdachellum, on which considerable progress was made by Lieutenant Clay. Carts now make use of this road, but there is still a great deal of work to be done before the roadway will be finished. To render the line perfectly practicable for traffic at all seasons of the year, it will be necessary to construct a great many tunnels and large masonry drains.

4. Improvements were made in the Roads leading from Virdachellum to Chateatope on Trunk Road No. 9, and to Oolundoorpett on Trunk Road No. 8, with a view of making them also practicable for cart traffic.

5. The smallness of the available funds would not admit of much being done to these two lines, but a commencement has been made and the work proposed will be gradually executed as circumstances will hereafter allow.

6. From Chateatope to Porto Novo the road was under the executive charge of Captain T. The earth work which has been constructed, will not long stand the wear and tear of the traffic and of the monsoon, unless it is properly metalled, for the line runs through a Country of sand and black soil, which renders it difficult to construct a substantial roadway. This line is of sufficient importance to justify the outlay necessary for metalling it, as it is the direct and only route by which goods can be brought from the Salem District and our western Talooks, to Porto Novo.

7. The Road next in importance to the one from Cuddalore to Salem, is that directly west from Cuddalore to Trunk Road No. 9 at Punrooty, by which most of the traffic from parts of North Arcot, Salem and our north western Talooks, finds its way to the Chief Sea Port of the District. A very large sum of money has been expended on this line, and it will be necessary to incur a further outlay before the road will be finished even as far as where it falls into Trunk Road No. 9. Thence it diverges into two branches, one running to Tricollore on the Road to Chengumma, and the other to Oolundoorpett on Trunk Road No. 8.

8. The part of this road which has been finished has been constructed in a very substantial manner. About 11 miles are metalled. The chief cause of the large expense has been the great distance from which it has been necessary to bring the metalling material. The cart traffic along the road has become very great of late, and when Trunk Road No. 9 is opened as far as Punrooty, there will probably be a still further increase as it will then be a good route for Carts coming from Madras to Cuddalore.

9. The road under improvement from the Salt Depôt at Merkanum to Tindevanum comes next in importance. It will be the means of causing far greater sales at these Pans than has hitherto been the case by the facility it will afford to the people, of carrying the Salt into the interior by Carts.

10. The work has been progressing satisfactorily under the direction of Mr. Forbes, the present acting Sub Collector. The total amount expended on it during 1854 was Rs. 7,400, but the Government has since sanctioned an additional estimate of Rs. 2,500, for completing it.

11. The town of Tindevanum from its advantageous position, is now fast becoming a place of much importance. It is situated on the high road from Madras to Trichinopoly and to Tanjore, and is a point from which District roads, diverge in several directions, leading to Pondicherry; to Merkanum on the coast; to the Salem District, and to North Arcot.

12. The road from Tindevanum to Porto Novo through Kilianore is the one along which the southern Coast trade is carried, and it is also the one by which the chief traffic passes. A portion of it runs through an extremely bad soil, so that notwithstanding all the money

which has been laid out, carts can only with great difficulty travel along it in rainy weather. As however it is the best route for carts between Madras and Pondicherry, it is very desirable that it should be made thoroughly practicable, with which object in view I have proposed that 1,500 Rupees should be laid out upon it this year from the annual sanction of 5,500 Rupees. I do not suppose that this sum will be sufficient to put the road into a perfectly efficient state, but it will greatly contribute towards making it so.

13. Much work was executed on the road from Pondicherry to Villapoorum as far as it runs through British Territory. It is a line which will prove exceedingly useful when the communication between the latter place and Trecollore is improved, as it will, I hope, be in due course.

14. Considerable progress was also made during the year, in the improvements to the roads in the Chellumbrum and Munnargoody Talooks, where it is of great importance that the means of communication should be in an efficient state, especially those giving access to the Salt Pans at Killay. The chief lines under improvement last year were those from the large town of Chellumbrum to Laulpett and to the bund of the Veeranum Tank.

15. I beg to send a rough sketch showing the different roads under construction during the past year throughout the District. The scale is not perhaps correctly calculated, but it will I think, convey a good idea of the situation and direction of the different lines of communication upon which improvements have been made.

16. There are several other projects for road improvements, some of which have been sanctioned and others under consideration, but these will belong to this year's operations.

17. When the new road Fund becomes available, it will afford the means of improving the intercommunication between villages, and of connecting many of them with the District roads. Generally speaking, the village communications are very bad, and there are numerous instances where the inhabitants of populous villages have no roads to carry their produce on carts to the nearest District or Trunk lines.

18. I will make it a matter of my special care and attention to endeavour to remedy this deficiency, for which purpose it appears to me that a large proportion of the new road funds might be fairly appropriated.

19. Great inconvenience was experienced in carrying on Public Works of every description in this District last year, by reason of the inefficiency of the Talook and Hoozoor Marahmut Establishments, and from the difficulty of finding experienced people for employment in superintending and directing operations, and I much fear that in many cases the work has been but indifferently performed.

20. This state of things will, however, it is to be hoped, become gradually rectified by the importation into the District of fit workmen, and by a class of qualified persons springing up, as executives, from among those who are already here.

I have, &c.

A. HALL,

Collector.

*South Arcot Collector's Cutcherry, }
Cuddalore, 23d Feb. 1855. }*

*Salem Collector's Office, on Circuit,
Adamancottah, 14th April 1855.*

*From H. A. Brett Esq., Collector of Salem, to Major J. H. Bell, Secretary
to the Board of Revenue in the D. P. W., Fort St. George.*

SIR,

1. I have the honor to report on the roads and communications of the Salem District for the year 1854.

2. In the 3d para of my report for last year, I stated that the branch road between Yadapaudy and Senkerrydroog, on an Estimate of Rs. 710-8-6, had been constructed to the extent of 4 miles, and that 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 this line should be adopted in preference to the one selected by Lieut. Wilkieson had been referred to Capt. Ouchterlony. Capt. Ouchterlony having subsequently approved of the alteration, a portion of the work has since been executed at an expenditure of Rs. 357-6-0, and the remainder is in progress.

3. In April last, on Lieut. Hessey falling sick and going to Cuddalore, the works at the Topoor Pass were placed under the Superintendence of Venkatachella Moodely one of the Talook Maistries, and an

additional Maistry was in consequence appointed for superintending the ordinary works of the Talooks. The large bridge on this pass is now opened for traffic, and the smaller bridge is also finished, with the exception of the plastering work, which, as well as the remaining portion of the earth and stone work to the road, will be shortly completed. The amount estimated for these works is Rs. 3,450-13-7, of which the expenditure for work performed is Rs. 3,382-15-6.

4. The new road for the conveyance of goods by pack bullocks from Yercaud on the Shervaroy Hills to Darampoory, and a road of the same description on the Salem side of the Hills were in progress under the superintendence of Mr. Richardson until the end of July, when sickness compelled him to leave the Hills for Madras, in consequence of which and the very great prevalence of fever on the Hills last year, it was necessary to relinquish the work for some time. Both lines are now in progress under the superintendence of Lieut. Puckle.

5. A new line of road for part of the distance from Salem to the foot of the Shervaroy Hills has been constructed during the year. The advantages which this new line offers are explained in Capt. Ouchterlony's Diary for June last. On this line Five Drains and two Bridges were built under the superintendence of Mr. Fisher, who was kind enough to offer his services on the occasion, and the earth and stone work was executed by convict labor. The acting Civil Engineer of the Division examined this road on the 3d Nov. last, and having reported that the bridges and drains had been well constructed, bills have been submitted for the sum of Rs. 447-9-11 expended by Mr. Fisher for sanction.

6. The 2 Bridges near Ahtoor on the road from Salem to Cuddalore which were referred to in para 6 of the report for 1853 have been completed from the bandy fund, but as it is irregular to appropriate large sums from that fund for works of this description, and all the available money from that source is required for the ordinary repairs of the District roads, I intend to submit the bills for these works for the sanction of Government.

7. Repairs to the roads from Ossoor to Darampoory, from Royacottah to Kistnagherry, and from Darampoory to Kistnagherry, which were sanctioned by Government on the 27th Feb. 1854 on an Estimate amounting to Rs. 3,332-10-11, are in progress.

8. The bandy fund collections during the year 1854 amounted to Rs. 3,830-5-2, which is Rs. 42-0-5 less than the receipt for 1853. If

to this sum are added the collections on account of arrears, and the annual grant which the Collector is authorized to expend without Estimate, and the accumulated balance of the past year, amounting to Rs. 5,332-3-7, the total amount available for roads in this District amounted to Rs. 11,236-13-11.

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

	Bridges.	Drains.	Road Dams.
On the Road from Bangalore to Trichinopoly...	0	10	11
Do. Do. from Coimbatore to Cuddalore....	3	14	41
On Do. from Vaniembady to Salem via Munja-vaddy.....	0	0	16
On Do. from Ahtoor to Razipoor.....	0	6	5
On Do. from Dharampoory to Hurroor.....	0	1	0
On Do. from Senkerry droog to Namkul via Trichengode and Paramutty.....	0	6	0
On Do. from Ossoor to Denkecottah.....	0	3	1
On Do. from Kistnagherry to Dharampoory....	0	1	0
On Do. from Denkecottah to Mullegarjoonadroog.	0	1	1
On Do. from Salem to the foot of the Shervaroy Hills.....	2	6	0

10. The following abstract shews in one view the total sum disbursed during the year on account of works completed by the end of the year.

	Rs.	A.	P.
Drains newly constructed inclusive of old ones repaired.....	768	8	5
Bridges do. do.	2,385	7	10
Repairs of roads inclusive of gravelling and earth work.....	3,136	9	11
Road Dams.....	367	3	0
Sundry repairs.....	161	7	2
Total.....	6,819	4	4

5 Drains newly constructed on the road from Salem to the foot of the Shervaroy Hills.....	49	7	7
2 Bridges on Do. do.	398	2	4
Total.....	447	9	11

In consequence of this sum not having yet been paid to Mr. Fisher, it has not been included in Rupees..... 6,819 4 4

11. If the above sum of Rs. 6,819-4-4 be deducted from Rupees 11,236-13-11, the balance in hand available for roads on the 31st December 1854 was Rs. 4,417-9-7, but of this sum the amount to be expended on works commenced and remaining to be executed on that date was Rs. 5,005-5-1 which is Rs. 587-11-6 in excess of the above sum.

12. The state of the roads under the Collector's charge is tolerably good, but the very important Trunk Road, No. 5, which is under the Superintendent of Roads is still in a very bad state. The proposed repairs have been deferred, and great complaints are made by all travellers of the inconvenience which they experience on it. The Tahsildars have been directed to frame Estimates for so far repairing this Road as to keep it in a passable state. Measures have been taken for improving all the lines of communication which will serve as feeders to the Rail-Road.

I have, &c.

H. A. BRETT,
Collector.

Salem Collector's Office, on }
Circuit Adamuncottah, }
14th April 1855.

Tanjore Collector's Office,
Trivalore, 2nd April, 1855.

From H. Forbes Esq., Collector of Tanjore, to Major J. H. Bell, Secretary to the Board of Revenue, D. P. W., Fort St. George.

SIR,

I have the honor to report on the road repairs in Tanjore in 1854, and to furnish the usual statement.

2. The discretionary allowance of 20,000 Rupees was expended in earth repairs to 25 roads, in repairs to 83 Tunnels, and in constructing 51

new Tunnels, Rs. 15,605-11 having been appropriated to the first item, Rs. 1,306-15 to the second, and Rs. 3,087-6-0 to the third. Earth work to the value of Rs. 17,914-1-0 was done under occasional estimates, and Rs. 54,383-12-0 were expended in improving the communications by the erection of bridges and tunnels.

3. A new road was opened from Munnargoody to the great salt Depôt at Adrampatam, at a cost of Rs. 6,328-2, the distance being 22 miles, and another was made from Pundanellore to Vydeeswaren coil in the Sub Collectorate, at a cost of Rs. 5,009-12-0, the distance being 13 miles. Both of these communications will be of value; the first as affording facilities for the transmission of salt to the large and populous towns of Munnargoody and Combaconum, and the second as giving means of conveying to the coast the produce of a very rich tract of country.

4. There were altogether thirteen large bridges built, one of five arches, ten of three arches, and two of one arch, one additional arch having been given to a bridge across the Moodeecondanaur on the road leading from Combaconum to Adrampatam, and two to a bridge over the Soolanaur on the same road.

5. The following is a list of the new bridges with particulars of their size and cost.

	Arches	Cost.
	Rs.	A.
1. Bridge across the Palavaur on the road from Pundanellore to Vydeeswaren coil.....	5	6,433-14
2. Do. across the Modavanaur on the road from do. to do.	1	278- 7
3. Do. across the Codechoothyar on the road from Tranquebar to Kodecaray.....	3	4,918-13
4. Do. across the Earavoikal on the road from do. to do.	3	1,452- 4
5. Do. across the Paundavayar on the road from Tritrapoondy to Trivalore.....	3	4,284- 4
6. Do. across the Velliar on the road from do. to do....	3	4,235- 1
7. Do. across the Cauttair on the road from Tritrapoondy to Trivalore.....	3	3,130- 1
8. Do. across the Vaulavoikal on the road from do. to do.	3	2,661-15
9. Bridge across the Harichendranady on the road from Tritrapoondy to Trivalore.....	3	2,930-15
10. Do. across the Adappaar on the road from do. to do.	3	4,004- 1
11. Do. across the Chendranady on the road from do to do.	1	1,572- 7

12. Do. across the Moolliar on the road from Vadarun- niem to Mootoopettah.....	3—2,703- 3
13. Re-building a bridge across the Trimulrajenaar on the road from Tanjore to Combaconum.....	3—2,713-14
Total.....	—41,319- 3

6. The total expenditure on the communications was Rupees 94,934-13, of which Rs. 33,872-2 were spent on earth work, and Rs. 61,062-11 on bridges and tunnels, and my impression is that the communications of the Province generally, are in very good order.

I have, &c.

H. FORBES,
Collector.

Tanjore Collector's Office, }
Trivellore, 2d April, 1855. }

Trichinopoly Collector's Circuit Catcherry,
Pembalore, 17th March 1852.

From J. Bird Esq., Collector of Trichinopoly, to Major J. H. Bell, Secre-
tary to the Board of Revenue in the D. P. W., 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 past season has been one of excessive wet and continuous heavy rain, from so early a period of the year as the month of August to the end of December last, the rains coming on with such frequent violence, and with so little intervening drying periods, as to keep the soil and country in an almost constant state of soak. The roads of this Province have in consequence suffered greatly since my report of last year dated the 9th of March.

3. Several of the most important communications of the country, such as the Tanjore road and the Caroor road, were seriously breached

in several places, or otherwise torn to pieces by the torrents of water pouring over and across them. It has been to me a work of endless anxiety and trouble to keep some of the roads in an ordinary passable condition even, during the latter months of the year, and even now I fear the roads are not in that thorough efficient state we have a right to expect after the large and liberal sums of money that have been laid out upon them during the past years.

4. The roads in good travelling order of the District may be ins-
tanced as the following:—

Trunk to Madras.

Trichinopoly to Salem along the left bank of the Cauvery.

Trichinopoly to Combaconum.

Do. to Tanjore.

Do. to Coimbatore.

Do. to Madras.

Do. to Laulgoody and Cullagum east off the Madras
Trunk at the Coleroon Bridge.

Laulgoody to Trimulvady via Pullambady.

5. This is one of the roads that has suffered much from the
No. 1. From Trichi- violence of the monsoon. That portion which
nopoly to Tanjore and crosses a low swampy plain, much intersected by
Negapatam. streams, to the east of the Toowagoody Bungalow
up to the Tanjore district boundary, has been seriously breached in many
places.

I described in my last year's report how this line had suffered from the Hurricane, and I detailed the means provided for putting it into good condition. All those have been carried out, and the several estimates for metalling fully completed. The late breaches have also been repaired, and the road is in decent order.

For its perfection, an estimate has lately been sanctioned amounting to Rupees 3,041. There are several tunnels required for this road, and when sanctioned, the water way will I hope be secure and free.

This road is seldom used, being superseded by No. 1. It is a line
No. 2. From Trichi- for grain passing into Trichinopoly from the eas-
nopoly to Tanjore via tern portion of the District. For the improvement
Keelior. of the latter part of this road near the Fort, a new
line was sanctioned on the 14th January 1853 along the South bank of

the Cauvery. The estimate amounted to Rs. 2,294-4-0 and has been fully worked out. The road is in very good order, and some small repairs on emergent were made to it during the year.

No. 3, From Trichinopoly to Cumbacorum, Pondicherry and Madras. The balance of estimate Rs. 850-4-9, as noticed in my last Report has been fully laid out on this road. It is in fine order, and has stood well. This line is much frequented and is a great convenience to the public.

This road was complete and open as far as the town of Poovulloor three years ago. And for its continuance up to Collagoody, a distance of twelve miles further, a sum of Rs. 4,903-7-3, was sanctioned on the 23d of March last; and the whole is now complete. There is a branch from off this line leading to the Cusbah Laulgoody, and this portion has been put in thorough repair during the year by an expenditure of Rs. 535-2-0 ordered on the 24th January 1854.

No. 5, From Trichinopoly to Madura and the South. I have much satisfaction in stating that this road is now in fine order, and complete throughout. The entire sum for its construction granted in 1853, Rs. 23,534 has been laid out upon it.

The monsoon rains did it some damage, and the metalling has been a little cut up at the extreme end of my limits. But all this is now rectified by the timely outlay of a small sum of money taken from the mileage fund allowed for this road, Rs. 1,400, under your Board's sanction dated 28th January 1855.

The construction of this line received sanction on the 14th December 1854, on an estimate of Rs. 15,177. It is already put in hand, and as the estimate provides both metal and tunnels throughout, I anticipate a fine road will be open to the public by all next year.

No. 7, From Trichinopoly to Shevagunga and Ramnaud. This line is in bad order, but the traffic upon it is very trifling.

For the thorough repair and formation of this road, a sum of Rs. 2,151-8-0 was allowed on the 23d March 1854.

No. 8, From Trichinopoly to the Tondiman's country. The entire line has been completed with tunnels, and promises to be a good and useful communication.

No. 9, Upper Road from Trichinopoly to Coimbatore.

This line of road has been almost superseded by the formation of road No. 10. Troops have entirely abandoned it now, and but few carts come by this route.

This road is greatly frequented, and the greatest possible utility and comfort to the people. I reported fully last year the damage sustained from the Hurricane, and the amounts of money laid out on it. During the year the balance of the original sanction of 1851 was fully appropriated for its repair, and earth work to Rs. 222-1-8 on emergent, besides Rs. 225 for river sand work on discretionary outlay performed. It is now undergoing repair on an ordinary estimate amounting to Rs. 4,361-7-7, for this road was sadly cut up and breached in the western portion on the confines of the District near Manavassy, by the late monsoon rains.

The entire amount, Rupees 43,000 granted at several times for this road to Salem along the left bank of the Iyen Channel and the Cauvery river has been expended upon it. The whole line has been well made and bridged throughout. It was open for traffic from end to end in June last year, and greatly frequented. The road has received sundry repairs prior and since the rains, on discretionary outlay Rupees 163-7-1, on emergent estimate for rough stone at the Iyam Bridge, metalling &c. Rupees 150-6-11.

This line is in tolerable order throughout, but in places it has suffered from the rains, and requires repair. The Superintendent of roads has recently, under orders from Government of the 4th December 1854, assumed charge of the whole road, and incorporated it with the Trunk line No. 8. An ample provision is made I understand for gravelling the whole length from the Coleroon Bridge to the Salem boundary. A

further estimate amounting to Rs. 2,707 is sanctioned* from the 4 Lacs road fund, to carry this road up to the true limit of this District. This estimate is now under progress by my department at the request of Captain Johnston.

No. 12, From Trichinopoly to Salem and Bangalore via Munichanellore.

This road is now abandoned, and never used, as the one along the Cauvery bank is open and complete.

This is the great Trunk road to the Presidency and is under the control of the Superintendent of roads. It is now open throughout the limits of my District, is in fine order, but requires metal in many places. Great exertions are being made by the Road department for its entire completion in every respect during the present year.

Nos. 14, 15, 23. Are all cross roads and are in the usual state, fair and passable during the dry season, and very bad in wet weather.

This is a new line and for its construction Rupees 6,400 were allowed last year on a sanctioned estimate dated 16th February. The earth work and tunnels were completed last season. There remains the metalling of the road and the construction of the three arch bridge over the Cauttaur. The former will be done in due course, while the latter is almost finished, the foundations and piers having been built last year.

This also is a new line, the estimate sanctioned on the 14th January 1853 amounting to Rupees 4,792-9-2 has been fully laid out, and the road is complete. Rupees 60-1-7 were expended on it for emergent repairs after the rains. It is in fair order.

This road was allowed to be repaired by estimate on the 23d March 1854 of Rupees 1,499-2. More than one half of the road way is complete; the remaining portion is under progress, and will be fully constructed in a short time. The repairs might have been out of hand last year, had not the ground been so hard as to preclude the possibility of working until after rain had fallen.

6. I beg to submit the Tabular statement required by order of Government dated the 11th January 1853 shewing the amount of estimates and expenditure on the several sanctions for the roads during the past year.

Trichinopoly District, Parembalore,
Collector's Circuit Cutcherry,
17th March, 1855.

I have, &c.

(Signed) J. BIRD,
Collector.

Coimbatore Collector's Office, Camp
Coonoor, 21st April 1855.

From E. B. Thomas Esq., Collector of Coimbatore, to Major J. H. Bell,
Secretary to the Board of Revenue in the D. P. W.

SIR,

1. Referring to extract from the Proceedings of the Board of Revenue 11th February 1851, I have the honor to forward the usual statement of road repairs for 1854, with an account exhibiting the amount of trade on each of the several roads, and also a further account explaining what portions of the work sanctioned by Government have been completed, what in progress, or yet to be commenced upon.

2. The state of this road was noticed in my reports for 1852 and 1853. The Sunganoor bridge was completed many months ago, but the late heavy rains caused a breach in the bund in the middle of the Nullah, and placed the bridge in a dangerous predicament. It is essentially necessary to close this breach and further to strengthen the bund, for which and for some other work, an emergent estimate framed by the acting Civil Engineer amounting to Rupees 2,353-10-0, was transmitted to the Board, with my communication of the 15th Instant No. 65. The work is going on in anticipation of sanction, as circumstances will not admit of delay. In other respects the wooden bridge is strong, and will last some years.

3. The road has had considerable attention paid to it, and the amount sanctioned by Government on the 12th April 1854 was most carefully expended. It is in good order; having been metalled, and provided with road dams, drains, &c., but in consequence of the peculiarly unfavorable character of the soil, and the damage done by the constant movement of carts, it still requires repair. With a view to provide for what is yet requisite, an estimate amounting to Rupees 1,800, and since for 500 more, was sent up to the Board, and under the orders conveyed in extract of their Proceedings of the 15th March 1855, the repairs are fast going on. This Estimate amounting in all to 2,300 Rupees or a little more than 100 Rupees a mile, will, I hope, be found sufficient to render the communication efficient.

4. The worst portion of the road is that which runs over cotton soil, between Coimbatore and Toodialoor, and onwards; and this re-

quires large outlay and immense labor. The repair of this road is superintended by myself and my Assistants.

5. The emergent expenditure of Rupees 187-7-5, exhibited in column 12 of statement No. 3, refers to repairs of Bhamaney and Kullar Bridges, clearing jungles &c., and is unconnected with the Sunganoor Bridge and road.

6. The annual allowance sanctioned between Walliar and Coimbatore is appropriated to metalling the road Trunk road No. 5. wherever required, constructing drains in desired localities, clearing ditches on either side, and to general repairs. The amount for 1852-53 and 1853-54, has been fully expended, and that for 1854-55, is in course of disbursement. A permanent establishment of 10 coolies is kept upon monthly pay, and a Duffadar of my office is specially employed upon this road.

7. It will be seen from para 7 of my letter to the Board that a saving of 1,405-5-11, was effected in the Estimate for the alteration and improvement of the Chinnanowcarray Bridge. The Superintendent of roads has since obtained the sanction of Government to apply this saving to the general repair of the road, which will be attended to accordingly and be a great benefit.

8. Rupees 17,291-5-0 were sanctioned for the repair and improvement of the road from Coimbatore to Bhamaney as indicated in the margin. How far the work has been completed, and what is still in progress, will be seen from statement No. 3. The amount allowed for two Bridges not urgently needed, near Chinnienpolliem and Curmuttumpetty, viz. Rupees 2,665-13-0 has since been authorized by Government to be laid out in hardening the surface of the road. The two other bridges near the 6th and 10th mile stones, have been completed, and prove a great convenience. The construction of 2 Bridges near Avenashey, and between Vijiamungalum and Chengapully, sanctioned on the 15th December 1854, has not yet been commenced	<table border="0"> <tr> <td>20th December 1851 for repairs.....</td> <td>4,830</td> <td>14</td> <td>0</td> </tr> <tr> <td>25th May 1852 for 4 Bridges.....</td> <td>5,059</td> <td>1</td> <td>0</td> </tr> <tr> <td></td> <td>9,889</td> <td>15</td> <td>0</td> </tr> <tr> <td>15th June 1853 for repairs.</td> <td>145</td> <td>4</td> <td>0</td> </tr> <tr> <td>14th March 1854 do.</td> <td>615</td> <td>0</td> <td>0</td> </tr> <tr> <td>15th December 1854 for bridges &c.....</td> <td>4,441</td> <td>2</td> <td>0</td> </tr> <tr> <td>11th July 1853 for metal ling.....</td> <td>2,200</td> <td>0</td> <td>0</td> </tr> <tr> <td></td> <td>17,291</td> <td>5</td> <td>0</td> </tr> </table>	20th December 1851 for repairs.....	4,830	14	0	25th May 1852 for 4 Bridges.....	5,059	1	0		9,889	15	0	15th June 1853 for repairs.	145	4	0	14th March 1854 do.	615	0	0	15th December 1854 for bridges &c.....	4,441	2	0	11th July 1853 for metal ling.....	2,200	0	0		17,291	5	0
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upon: materials are in course of collection, and I hope to be able to get over the work as early as circumstances will permit. There are so many small works, with a few large, going on at present in this District, that it is not easy to muster a sufficient number of Bricklayers or other workmen. So far as the repairs have progressed, the Trunk road is in good order, and with further attention will no doubt, be an efficient communication.

9. One of the 2 bridges to be constructed on this line has been finished: the other will be so in a few weeks. The 3. Road leading to Seringapatam as far as Chicka Gauzanoor. repair of the road is also progressing favorably. The Gazzlehutty Ghaut has been repaired so far as the amount placed at my disposal permitted and the pass is now passable for loaded Bullocks. I have directed more attention to be paid to it, with the accumulated amount of annual allowance, and hope to be able to effect further improvements.

10. Rupees 2,888-7-0 were sanctioned for this communication, and 1/2 of the work is executed. It would have been finished ere this, but for the difficulty in obtaining coolies; there being so many important works in the neighbourhood, i. e. the Suttimungalum bridge, Head Sluice, Channels &c. Every effort will however be made to ensure the completion of this road at as early a period as may be practicable. Mr. E. C. G. Thomas, my Junior assistant, has its superintendence, and he has personally directed the work on many occasions.

11. The Chinna Cullar and Tirmoorgumpoondy bridges on this line have been finished. The repair of the road is progressing under the orders of Captain Babington, 2d Assistant Civil Engineer, who has charge of this communication. The repair of the Cullar bridge and the construction of one over a stream near Burliar will add to the efficiency of this road.

12. The bridge sanctioned to be built over the Andycolum surplus Channel was completed, and the road is perfectly passable by carts. All the Palmirahs required for the centring of the Suttimungalum bridge, pass by this line. The Civil Engineer, some weeks ago, pointed out certain repairs that have become necessary from the late heavy rains, which will be duly attended to. The construction of a Chuttrum at Tooknaikenpolliem autho-

6. From Bhowaney to Suttimungalum via Attany.

rized in Minutes of Consultation of the 2nd March 1855, will add much to the convenience of this road.

13. The repairs of this road have nearly been brought to a close. It has been of essential service to the merchants bringing Paddy from Dharapoorum and other articles from Madura, Dindigul &c., the Chuttrums at Culleppolliem and Coondalum which have since been built, being a great convenience to them.

14. On the 20th of May 1851, Government authorized the construction of a new road between Pulachey and Paulgaut. The work is completed, and the accounts will be closed in a few weeks. The communication is a direct and important one; but being within the immediate influence of the south west monsoon, and liable to constant wear and tear, it requires a good deal of metalling. An estimate amounting to Rupees 1,525-13-0 was forwarded by me to the Civil Engineer on the 5th August 1854, which, if sanctioned, will place this road in tolerably good order.

15. The repair of road between Sattanurki and Marchenaikenpolliem is going on, and will be satisfactorily finished in a few months more. The failure of rains in the Pulachey Taluk in last year has been the cause of delay, otherwise the repairs would have been completed several months before.

16. The Meengaray road has been well finished. A few Timber Bridges and covered drains are under construction which, when done will render this line a very efficient one. It is greatly used by Merchants bringing pepper, arecanut, Hides, Salt fish &c., from Malabar so far as the Coimbatore limits extend (Meengaray). The road is perfectly passable by carts.

17. The repairs from Pulachey to the bank of the Auliar river are in progress; a Darogah of this office having been deputed to supervise the work.

18. The repairs and improvements authorized for this communication have been made. The Bridge over the Noyel has also satisfactorily been completed; but the accounts not having been finally closed, the item yet remains under the head of "works in progress." The improvement of this main line is of essential advantage in every respect. There are still

7. From Pulladam to Dharapoorum.

8. From Pulachey to Paulgaut &c.

9. From Coimbatore to Trichinopoly.

many obstacles to be removed, especially in those portions which run over loose black cotton soil, which I hope to be able to effect gradually, with the annual discretionary allowance placed at my disposal.

19. Two Bridges (small) are still required between the Noyel river and Pulladam, for which an estimate was sanctioned by Government some time ago.

20. A large amount has been sanctioned for the improvement of this communication, and the work is going on. 10. Hassanoor ghaut and road. The Jungle on either side of the road has been cleared to some extent, but owing to the unhealthiness of the place, there is very great difficulty in procuring coolies. Those that are forced to go up, return in a few days seriously ill. Independent of the repair of road, a bungalow at Hassanoor is under construction, which takes up the few workmen that can be obtained in the neighbourhood. Nothing however, will be left untried to have all the work finished at the earliest practicable period, though the locality is a most difficult one. Even the Mysore coolies, who are accustomed to work in jungle, get sick by a few days stay at Hassanoor.

21. The Bridge over the Bhowaney river at Suttimungalum is going on under the superintendence of Overseer Bake who has charge of this work and of the Hassanoor repairs. Freshes in the river were this year earlier than usual and swept away the embankment on more than one occasion. I trust the bridge will be finished in a few months more to the benefit of the public.

22. The repairs and Bridge sanctioned on 11. Road from Carroor to Pegulore. this communication have been well done, and the road is far better than before; offering no serious impediment to wheeled conveyances.

23. This work is in progress under the orders of Captain Shand, Executive Engineer, and will be finished shortly. 12. From Coimbatore to Madura and Pulachey, &c. Between Pulachey and Chackragherry, material improvement has taken place. The difficulty in obtaining coolies which is further enhanced by the large drafts now made by the Railway Department is the cause of the non-completion of this and many other works in the District.

13. Cheyoor to Suttimungalum. 24. The drain of 5 vents sanctioned to be built on this road is under construction.

25. The construction and repairs of several roads and passes on the Neilgherries are under the supervision of Captains Selby and Hamilton, and are fast progressing. They are making every effort to bring the works to a speedy conclusion, which I hope to be able to report shortly.

26. The funds placed at my disposal under the sanction of Government dated 12th April last to give employment to the people have been spent upon the several roads enumerated in the statement, in clearing ditches, constructing drains, and generally in metalling the road, which besides adding to the durability of the communication has been of essential service and relief to the poorer classes.

27. The improvement of this road is fast getting on and will be soon completed to the great convenience of Travellers. A large number of coolies are employed and the work is progressing favorably.

28. The Board will perceive that the Chattrum and Davastanum Funds placed in my hands for the improvement of the District cross roads, have nearly been expended, but upon this point a separate progress report will be submitted when the accounts connected with the expenditure of 1854 are finally closed. The Bridges between Coimbatore and Suttimungalum have all been built and the road is in good order.

29. It was proposed sometime before that a direct communication either from Coimbatore or from some portion of the Mettapolliem road should be opened to Manar in Malabar. This as well as the alteration of the Guzzlehutty pass will be an advantage to the community at large and is waiting for the Civil Engineer's inspection.

30. The wretched state of the Cauverypooram Ghaut is a subject worthy of consideration. It is greatly travelled over by Merchants conveying Raw silk and piece goods to and from Combaconum and Salem. If some thing can be done to avoid the too frequent crossing of the "Ombuttolay" river by taking the road in some other direction, this communication may be rendered practicable. It is already passable by carts as far as Cauverypooram on the Andioor and Cowdhully on the Colligal side; having been well repaired from cross road Funds.

31. The charges incurred for Roads and Bridges generally in the low country in 1854 amounts upon the average to Rupees 44-1-1, a mile and to 93-1-8, on the Neilgherries, or 94-12-1 in the aggregate which is just the same as in last year.

32. The difference between the amount of trade of the last and present years hardly need explanation when the nature of the season is taken into consideration. Altogether the general and extensive improvement in traffic and communication throughout the District is obvious, especially to any one knowing the province ten years ago.

I have the honor &c.

Camp, Coonoor, }
21st April 1855. }

(Signed) E. B. THOMAS,
Collector.

Statement of Import, Export and Home Trade in the several Talooks and Roads in the District of Coimbatore for 1854.

Roads.	Names of the Talooks.	TRADE.			Home Trade.	Total.	REMARKS.
		Exports from the District.	Imports into the District.	Total.			
1	2	3	4	5	6	7	8
		Rs.	Rs.	Rs.	Rs.	Rs.	
Trunk road between Walliar and Bhowany.	Coimbatore.....	1,60,193	2,14,895	3,75,088	1,46,746	5,21,834	
	Pulladum.....	1,06,533	14,128	1,20,661	1,90,800	3,11,461	
	Cheyoor.....	1,14,420	58,665	1,73,085	1,50,615	3,23,700	
	Parindaray.....	78,643	27,388	1,06,031	18,957	1,24,988	
	Errode.....	9,500	6,260	15,760	4,000	19,760	
	Andioor.....	1,12,819	1,22,448	2,35,267	22,359	2,57,626	
		5,82,108	4,43,784	10,25,892	5,33,477	15,59,369	
Road from Coimbatore to Trichinopoly.	Coimbatore.....	16,215	14,720	30,935	15,939	46,874	
	Conghiem.....	71,477	69,196	1,40,673	1,32,136	2,72,809	
	Pulladum.....	1,36,673	14,978	1,51,651	2,40,810	3,92,461	
		2,24,365	98,894	3,23,259	3,88,885	7,12,144	
Road from Coimbatore to Seeringapatam.	Coimbatore.....	15,969	18,124	34,093	52,133	86,226	
	Danaiken Cottah.....	10,680	16,031	26,711	46,029	72,740	
	Cheyoor.....	5,333	2,820	8,153	1,87,542	1,95,695	
		31,982	36,975	68,957	2,85,704	3,54,661	
Road from Neilgherries to Trichinopoly.	Danaiken Cottah.....	7,636	14,321	21,957	53,858	75,815	
	Cheyoor.....	11,905	30,395	42,300	37,597	79,897	
	Pulladum.....	23,280	12,230	35,510	1,09,249	1,44,759	
	Conghiem.....	42,769	25,597	68,366	24,724	93,090	
	Caroor.....	1,01,830	1,00,299	2,02,129	19,232	2,21,361	
		1,87,420	1,82,842	3,70,262	2,44,660	6,14,922	

From Coimbatore to the Neilgherries.	Coimbatore.....	10,123	3,159	13,282	11,915	25,197	
From Trichinopoly to Seeringapatam via Caroor.	Caroor.....	22,458	22,197	44,655	8,679	48,334	
	Errode.....	630	600	1,230	700	1,930	
	Andioor.....	18,013	13,271	31,284	10,707	41,991	
	Suttiamungalum.....	27,540	15,653	43,193	44,328	87,521	
		68,641	51,721	1,20,362	59,414	1,79,776	
From Collongode to Dindigul via Pulachy.	Pulachy.....	2,53,106	52,082	3,05,188	36,917	3,42,105	
	Chuckragherry.....	30,751	42,811	73,562	30,935	1,03,897	
		2,83,857	94,893	3,78,750	67,252	4,46,002	
From Coimbatore to Mysore via Suttiamungalum and Hassanoor.	Coimbatore.....	4,245	3,839	8,084	4,540	12,624	
	Suttiamungalum.....	19,186	6,380	25,510	14,966	40,476	
		23,425	10,169	33,594	19,506	53,100	
From Pulladum to Dindigul via Dharapoorum.	Pulladum.....	54,416	6,080	60,496	1,61,300	2,24,796	
	Dharapoorum.....	2,500	4,364	6,864	108	6,972	
		56,916	10,444	67,360	1,61,408	2,31,768	
Total Roads 9.....		14,68,837	9,32,881	24,01,718	17,75,221	41,76,939	
Neilgherries.....		11,200	3,05,010	3,16,200	3,00,000	6,16,200	
Grand Total.....		14,80,037	12,37,891	27,17,918	20,75,221	47,93,139	

REPORT BY THE

COLLECTOR OF COIMBATORE.

1	1853.		1854.		COMPARISON.			
					Increase.		Decrease.	
	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.
Import.....	14,36,767	0 0	14,80,037	0 0	43,270	0 0	0	0 0
Export.....	11,35,450	0 0	12,37,881	0 0	1,02,431	0 0	0	0 0
Home consumption.	16,34,480	0 0	20,75,221	0 0	3,90,741	0 0	0	0 0
Total...	42,56,697	0 0	47,93,139	0 0	5,36,442	0 0	0	0 0

Coimbatore Collector's Office,
31st December, 1854.

E. B. THOMAS,
Collector.

Statement showing the Principal Roads in the District, the cost of repairs thereof and the amount of Trade for 1854, Coimbatore.

No.	Names of Roads.	Number of Miles within the District of Coimbatore.	Cost of Repairs of Roads and Bridges.		Average Cost of Repairs per mile.		EXTENT OF TRADE.									
			3		4		Value of Ex-ports.		Value of Im-ports.		Total.		Home Consumption.		Total.	
			Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.
1	Trunk Road from Walliar to Bhowany.....	79	5,172	15 2 65	8 582	108 0 0	4,43,784	0 0	4,43,784	0 0	10,25,892	0 0	5,33,477	0 0	15,59,369	0 0
2	From the foot of the Neigherries to the limits of Trichinopoly.....	101	3,050	4 6 30	4 187	420 0 0	1,82,842	0 0	1,82,842	0 0	3,70,262	0 0	2,44,660	0 0	6,14,922	0 0
3	From Coimbatore to Chickgazanoor Mysore Road.....	49	642	2 10 13	1 31	932 0 0	36,975	0 0	36,975	0 0	68,957	0 0	2,85,701	0 0	3,54,661	0 0
4	From Do. to Mysore limits Hassanoor Road.....	65	5,037	11 10 76	5 23	425 0 0	10,169	0 0	10,169	0 0	33,591	0 0	19,256	0 0	53,100	0 0
5	From Caroor to Suthiamungalum via Erode (Mysore Road).....	78	252	5 1 3	9 68	641 0 0	51,721	0 0	51,721	0 0	1,20,362	0 0	59,414	0 0	1,79,776	0 0
6	From Coimbatore to Metapoliem Neigherry Road.....	20	1,382	8 8 69	2 10	123 0 0	3,169	0 0	3,169	0 0	13,282	0 0	11,915	0 0	25,197	0 0
7	From Coimbatore to Kangniem, Trichinopoly Road.....	43	6,756	7 7 157	2 2 24	365 0 0	93,894	0 0	93,894	0 0	3,23,259	0 0	3,88,885	0 0	7,12,144	0 0
8	Dindigul Road, via Pulachy and Odoomul Cottah.....	67	1,044	11 5 15	9 2	83 857 0 0	94,893	0 0	94,893	0 0	3,78,750	0 0	67,252	0 0	4,46,002	0 0
9	Do. via Pulludum and Dharapoorum.....	30	138	9 1 4	9 11	56 916 0 0	10,444	0 0	10,444	0 0	67,360	0 0	1,64,408	0 0	2,31,768	0 0
10	Total.....	533	23,456	12 2 44	1 14	68 837 0 0	9,32,881	0 0	9,32,881	0 0	24,01,718	0 0	17,75,221	0 0	41,76,939	0 0
	Neigherries.....	70	6,517	11 0 93	1 8	11,200 0 0	3,05,000	0 0	3,05,000	0 0	3,16,200	0 0	3,00,000	0 0	6,16,200	0 0
Grand Total.....		603	30,003	14 49 49	12 114	80,037 0 0	12,37,881	0 0	12,37,881	0 0	27,17,918	0 0	20,55,221	0 0	47,93,139	0 0

Coimbatore, Collector's Office,
31st December 1854.

E. B. THOMAS, Collector.

Statement of Prices of Grains &c. for

MONTHS.	Paddy per Garce.		Cholum per Garce.		Cumboo per Garce.	
	1853.	1854.	1853.	1854.	1853.	1854.
1.	2	3	4	5	6	7
January.....	76	811104	710	74	011124	0260809590
February.....	70	11599	137	76	71136	39674210051
March.....	70	91105	41	80	53129	1566712010346
April.....	70	91105	133	80	102126	87699110346
May.....	71	04113	93	81	16145	126991109101
June.....	77	155134	39	88	97190	1467312215707
July.....	81	67132	15	96	51185	62799215707
August.....	84	88132	16	94	116182	910813815707
September.....	85	41137	21	99	311187	52832716330
October.....	88	64134	79	104	56194	5686010148158
November.....	91	210124	156	101	90178	86869111381011
December.....	95	116122	1410	106	1411174	12688136115140
Total.....	963	1431446	1410	1084	451955	1149131421549146
Average.....	80	52120	93	90	58162	157762612926
Increase.....		40	41		72	9115300
Percentage.....		50	111		80	606896

Coimbatore Collector's Office,
31st December, 1854.

1854 in the District of Coimbatore.

Raghee per Garce.		Horse Gram per Garce.		Gingely Oil seed per Garce.		Lamp Oil seed per Garce.	
1853.	1854.	1853.	1854.	1853.	1854.	1853.	1854.
8	9	10	11	12	13	14	15
64	154102	510	90	141118	1410143	1011253	1010105
67	56105	63	80	32127	111160	102270	77409
68	74108	38	60	31134	81162	88319	5099
69	74103	83	76	81132	1110162	88330	6994
69	74118	82	77	811148	16164	104341	9993
72	27152	39	85	42185	152164	105368	14390
77	310145	100	88	07183	54150	104373	21093
79	100143	144	91	29185	152163	70388	14395
81	811145	35	97	71186	89168	105417	7596
84	36147	21	100	128186	89189	46428	92102
84	310126	92	103	127193	111194	135405	27103
85	120117	106	111	1410176	138197	72408	92109
902	761516	56	1083	1201960	12102023	004306	371184
75	33126	59	90	50163	65168	94358	13798
	51	26		73	15	190	43
	68	03		80	1410	112	139
							74

Error Excepted per,
E. B. THOMAS,
Collector.

Calicut, 27th March 1855.

*From H. V. Conolly, Esq., Collector of Malabar, to Major J. H. Bell,
Secretary to the Board of Revenue D. P. W., Fort St. George.*

SIR,

1. I have the honor to forward my road report for last year.

To commence from the southern extremity of the District.

2. The important Trunk road No. 5, is on the whole in good order; a large amount of jelly has been laid down in the year under review. The most difficult part to keep in repair is between Walyar and Palghaut, for there is no good jelly procurable and next year a large sum will be expended in putting broken stones on this portion.

The Engineers are just about to prepare a plan and Estimate for the Tirtalla bridge.

3. A new cross road has been made from Parla bridge to Moon-door; the road is as well made as the estimate of Rs. 2,543-9-9 would allow. It is hoped it will be a valuable feeder to the Trunk road.

4. The road from Palghaut to Trichoor still wants the convenience of bridges over the Kinnvady and Vadakanchery rivers. These, as well as some improvements to the road, have been lately estimated for.

5. The road leading from the Trunk road to Calicut and commence branching off at Tirtalla has been much improved this year. The bandy traffic has increased largely. On the 8th February last, I sent in a proposition for spending the Ferry funds on this and the rest of the coast line. As stated in that letter I should be able with these funds to bridge and put in order the whole of the line in a moderate time.

6. Mr. Collett has worked vigorously at the roads in his division; the road from Manjery to Manarghat is a good specimen of work as is that also from Ariacode to Cholacul.

7. Other important roads in this division are awaiting sanction, though one a very desirable feeder to the Trunk road and eventually to

the Railway has been commenced on the permission to expend 15,000 Rs. in cross roads. I allude to the road from Angadipoorum to Tirtalla. A road exists already; but it has to be all but remodelled turning hills &c.

8. I have done a good deal in making and improving roads within the 12 to 20 miles of Calicut this last year, all the lines have been carried out under my own judgment.

9. The roads to the passes are in their usual state of repair.

10. Captain Francis has not yet had time to inspect the new Ghat proposed for Careoor.

That for Manar has been traced by Mr. Surveyor Williams and awaits the Engineer's orders.

11. To the north a good deal has been done in making and improving cross roads under the 15,000 Rs. sanction.

Cootaparamba to Paracadoor, Shewapoorum to Oolial, Vengord to Pychee, Ireoor to Gunoth.

Mr. Sandeman took pains to effect this object and spent about 1,500 Rupees on the lines mentioned in the margin.

12. The Perambaudy Ghat is in better order than it was. The metal, for which an estimate of Rupees 4,107-5 was allowed, is being laid down.

Sanctioned in May 1852 and October 1853 at a cost of Rs. 8,713-13

13. The Merumboy bridge on the line from Tellicherry to Perambaudy is under construction, but will not be finally completed till next year.

14. Materials are being collected for Irty river bridge also in the Perambaudy line and for which an estimate of Rs. 29,923-5-9 was sanctioned in August 1854.

I have, &c.,

(Signed) H. V. CONOLLY,

Collector.

Calicut, 27th March 1855.

Madura, Theooroonhoor,

17th April 1855.

*From R. D. Parker, Esq., Collector of Madura, to Major J. H. Bell,
Secretary to the Board of Revenue D. P. W. Fort St. George.*

SIR,

In submitting the Report on the roads of the Madura District for 1854 in the Form usually adopted in this District, I beg to state my cordial approval of the proposition of the Civil Engineer for the allotment of a fixed yearly sum for the repair of each road, and placing the executive power in the hands of a European superintendent. The means

of communication in Madura and Dindigul would be really good for ordinary traffic if there was a road Establishment to effect immediate repairs where requisite. For the want of this the advantage of much good serviceable road is neutralized by the occurrence of holes and bad places which often lame a bullock or break a bandy wheel; and loss is continually incurred by Government in having to rebuild tunnels and bridges which might have been preserved by moderate if timely repair.

I have, &c.,

(Signed) R. D. PARKER,

Collector.

Madura, Thooramboor, 17th April 1855.

Tinnevely, Trichendore,

22d March, 1855.

From C. J. Bird, Esq., Collector of Tinnevely to Major J. H. Bell Secretary to the Board of Revenue, D. P. W., Fort St. George.

SIR,

Para 1.—I have the honor with reference to your communication returning the Report for Fusly 1263 submitted by me under date 31st October last, to substitute the following fresh one on the state of the Roads and Communications in this District for the year 1854, accompanied by the Tabular Statement required by Government in para 23 of Extract Minutes of Consultation under date 11th January 1853, prefixed to the Board's Order dated 3d March following.

2.—The largest outlays during the above year on Road improvements have occurred on the High Road (numbered 4) running from North to South through this District connecting Madras with Travancore.

3. On Road No. 4, the expenditure amounted to Rupees 25,652-14-8, out of which Rupees 22,942-13-1, were under sanctioned occasional Estimates, and of that amount Rupees 4,708-12-3, were the cost of earth raising and metalling and Rupees 18,234-0-10, that of masonry for Bridges, Tunnels and pavements. The remainder or Rupees 2,710-1-7 were under Ordinary Estimates for regravelling and repairing parts of the Road made in former years and become damaged by use and weather.

4. A further sum of Rupees 176-0-2, was also laid out in filling ruts and gullies on a part of the same Road for which alone Govern-

ment have been pleased under date 10th January 1853 to allow an annual sum to be expended in repairs without separate Estimate and sanction.

5. Some little work has also been done by Convict labour and out of the discretionary allowance at my disposal.

6. This Road is now good from Sauttoor on the North to Gaingoondan a distance of 37 miles. From thence to Shadykhan's Choultry 7 miles requires making. Afterwards from Shadykhan's Choultry to 3 miles South of Palamecottah (8 miles) the Road is good again, and from thence to the boundary of the District near the Arambooly lines the nature of the soil prevents the Road from becoming impassable at any time. Some of the most difficult places have been metalled. An Estimate of Rupees 7,470-6-0, prepared for improving the Road from South of Palamecottah to Panagoody has been sanctioned by Government on the 15th January 1855 and included in the Budget for 1855-56, and it will be advisable eventually to make the whole length of uniform quality by gravelling the rest. For the Bridges which are most needed Estimates have been sanctioned by Government on the same date as the above.

7. The part north of Sauttoor as far as Virdooputty about 17 miles has yet to be made, and as nearly the whole distance is over Cotton soil, it is quite impracticable for heavy traffic during rainy weather. For constructing a portion of this distance for a length of 10 miles from North of Sauttoor to Ettianaikenputty an Estimate has been prepared and included in the Budget for 1855-56.

8. The value of this road has been very conspicuous during the late disastrous season, for it was owing to importations from Madras and Trichinopoly of rice, and supplies of dry grain from the northern parts of this District and beyond it, carried on Carts down this road, that the Central and Southern parts of Tinnevely were not depopulated by famine.

9. After the principal northern (No. 4) and the Cotton roads (which are to be reported upon by the Civil Engineer in accordance with the Circular Order of the Board dated 5th October 1854 No. 791) the one on which the most considerable improvements were made last year is the one numbered 10 leading from Teneasy Southward near the western line of mountains to junction with Road No. 4, at Pangoody. On this line under an Estimate sanctioned on 10th January 1853,

Rupees 1,170-8-0 were expended in Earth and metal repairs, and Rupees 947-9-0 on masonry works. The Balance of the Estimate Rupees 1,052-2-4 will be completed as early as practicable. Another Estimate of Rupees 937-1-0 sanctioned by Government on 15th January 1855 and included in the Budget for 1855-56, provides for metalling the Southernmost part from Trikanungoody to Panagoody which when done will restore the distance from Panagoody to Ambasamoodrum to good condition. Between Ambasamoodrum and Teneausey within $1\frac{1}{2}$ mile of the latter a Bridge has been sanctioned on 15th March 1854 at an Estimated cost of Rupees 1,965-9-0. The foundations and a portion of the Piers above have been completed. Some other masonry works of smaller dimensions are required to make the whole line good to Teneausey.

10. It is desirable that the continuation of this Road numbered 1, by Streevilypoottoor to junction with No. 4 at Teroomungalum in Madura District, as well as the Branch numbered 23 which strikes off at Coonneor north of Streevilypoottoor towards Dindigul should be improved. The inhabitants of Cuddiamulloor on this road a few miles from Teneausey have subscribed Rupees 721-7-0 for building a Bridge across the Seevalavun Channel and constructing 4 Tunnels on the Road where it crosses a supplying channel of a Tank and drainage which will remove one great impediment to commodious travelling. The Bridge work has been completed with the exception of the Parapet walls. Something is also doing in the same direction nearer to Teneausey out of the discretionary fund at my disposal.

11. The above roads leading Northward and Southward near to the line of Ghauts serve materially in carrying on the Export trade in Cotton, Tobacco and Piece goods and the Import trade in Cocoonut, Arecanuts, Salt fish &c. between this District and Travancore. The northern portions of them communicate with Travancore by the Mountain Passes of Ariengaul and Achenecivil. The passes lie entirely within the Travancore frontier and are traversable only by pack Cattle and Coolies. The former however was formerly practicable for Carts, and a European Regiment with all its baggage marched through it in 1818 or 1819. It would repay the cost of restoration I have little doubt, but I do not suppose that the Travancore state would easily be induced to incur the necessary outlay at its own risk. Perhaps it might be worth while for the British Government to enter into some arrangement with

the Rajah of Travancore and undertake the work on condition of levying a toll on all wheeled conveyances that should pass through.

12. Between the two lines of road running North and South already spoken of viz. No. 4 and No. 1 &c. are two others numbered 2 and 3 which connect the towns of Tinnevely and Streevilypoottoor one of which No. 2 passes through Shenkerninarcivil. This one had some attention bestowed upon it several years ago, but what good was then done is now no longer felt. These roads are much used especially for the conveyance of Cotton and Tobacco to Trevandrum. It would not be advisable to expend large sums on two roads so near to one another in their whole length—but I am satisfied that the road No. 2 which takes the Cusbah town of Shenkerninarcivil in its way would repay a thorough repair. It is on this road that the subscription Bridges at

Cost Rs. 9,640-8-8.

Cost „ 492-10-7.

Alagheapandiapuram and Ramienputy were built a few years ago and sanction has been solicited for bridging the Manaloor Channel at an Estimated cost of Rupees 451-2-0.

13. The Road over which the greatest number of conveyances are believed to travel in this District is the one numbered 12 which leaves Palamecottah in a S. E. direction and communicates with the places on the Coast from the mouth of the River Tambrapoorney to Point Manapaud. By this Road besides the Conveyances of persons visiting the Hindoo Temples at Alwartinnevely and Trichendoor great number of Carts pass and re-pass carrying Rice from the Valley of the Tambrapoorney to the Sea Coast Towns and bringing from thence Salt and Salt fish and the merchandize imported by Sea at the Ports of Coilpatam and Coolasagarapatam.

14. This Road which used to be heavy from passing in some places between Paddy fields and in others through deep beds of sand, has of late years been very much improved; but something still remains to be done. During the year under report the Stone paved Causeway across the surplus of the Cadumbah Tank sanctioned on 8th June 1853 has been under construction and is now completed, and metal has been applied to some places by means of money voluntarily contributed by the people. The sanction of Government dated 10th July last for gravelling some distance to the East of Alwartinnevely on an Estimate of Rupees 2,919-6-0 will be carried into effect immediately. It has necessarily been put off in order to employ all procurable hands on tank re-

pairs in the same neighbourhood before the arrival of water. A Branch from this Road taken off at Streevygoontum to the Salt Pan at Paliacoil has undergone repairs during the year under notice on two sanctioned Estimates dated 8th February and 9th August 1853 aggregating Rupees 1,244 but the work on the latter is not yet completed.

15. The Road numbered 8 from Palamecottah to Tuticoreen has never been properly made. It is in contemplation by the Civil Engineer to submit an Estimate for carrying it along a tract less intersected by Cotton soil than the present line without sensibly increasing its length. The Civil Engineer has also a beneficial project under preparation for forming a more direct Communication between Palamecottah and the Port and Salt Pans of Coolasagarapatam near Manapad.

16. Hitherto the Exports by Sea from this District with the exception of Cotton have been limited; and this is the reason why a good road has not yet been made from Palamecottah to the Principal Port of Tuticoreen. But the Valleys of the Tambrapoorny and its greatest affluent the Chittaur are capable of producing largely enough to support an Export trade, and it may be hoped that before long one will grow up.

17. The roads which would be most used in such a trade besides those already mentioned (until water carriage can be provided) are No. 9 from Tencausey to Tinnevely and No. 11 from Cullidacoorehy to the same place.

18. The former of these is in want of considerable improvement. An Estimate for what seemed most urgent viz. restoring two small ruined bridges and 2 Tunnels was sanctioned on 10th July last and will be executed in this year. On the other of these roads the improvement sanctioned on 10th January 1853 consisting of stone revetments and gravelling for a short distance at a cost of Rupees 606-13-0 was carried out in the year under review.

19. This last mentioned road crosses the Tambrapoorny at Sharenmadavy and as the Ford at that place is not always practicable it becomes necessary occasionally for carts to cross the river at the bridge between Tinnevely and Palamecottah and follow the parallel road which keeps on the south bank and branches off from the Palamecottah and Calacaud road (No. 22) at Thurva.

20. For this reason and because a great deal of the fuel used at Palamecottah and Tinnevely is brought along it, the road No. 22 is an important one. Something has been done to it near to Palamecottah but

more is wanted. During the year under report some small bridges were built and some metal laid on under the estimates sanctioned by Government dated 10th January 1853 and 20th December aided by additions from the discretionary allowance and the sale proceeds of Avenue clippings.

21. The above are the improvements which have been made on the principal communications of the district. Some work has also been accomplished on subsidiary lines.

22. Government were pleased under dated 26th January 1853 to sanction two estimates amounting to Rs. 1,379-3-0 and 243-5-0, respectively of which a moiety was agreed to be defrayed by the people for widening a Bridge on the Cannadien Channel and making a Road from Aricasavanulloor in the Sharenmadavy Talook to junction with road No. 11. The masonry work is finished and the road nearly so.

23. There is a useful cross road between Nanganchery and Streevygoontum. Part of which immediately South of the Tambrapoorny being much cut up is repairing out of the discretionary allowance as also are some of the roads which branch off from main roads to Salt Pans.

24. The grass rents of this District which under permission of Government dated 16th June 1853 may be appropriated to road repairs produced in 1854, Rs. 243-13-2, and sale proceeds of Avenue clippings Rs. 452-10-4, added to the discretionary allowance of Rs. 1,500, gave me Rs. 2,196-7-6, for sundry improvements. Rs. 2,163-1-9, have already been disposed of and the works which are in contemplation and which the rains of the N. E. monsoon rendered necessary will require the whole of the remainder.

25. During the current year I trust that the increased discretionary road allowance of Rs. 5,000, for which I have applied as desired in Extract from the Proceedings of the Board of Revenue Department Public Works dated 5th October last will be sanctioned, and that in my next Report I shall be able to bring to notice a much larger amount of miscellaneous improvements than I can do on the present occasion.

26. With reference to your letter dated 29th June last I have the honor to inform you that the several Tahsildars have been ordered to adopt necessary measures to prevent encroachments on the width of Public thoroughfares by the Cultivators.

I have the honor to be &c.

(Signed) C. J. BIRD,

Tinnevely, Trichendoor, 22d March 1855.

Collector.

STATEMENT OF ESTIMATES

SANCTIONED WORKS.			
1			
GANJAM.			
Berhampore to Russelcondah...	...	...	...
Do. to Gopaulpore...	...	...	...
Calingapatam to Chicacole	...	...	...
Annual repairs of Do.	...	...	...
Russelcondah to Koinjoor	...	...	...
Bridges and installing road from Berhampore to Russelcondah as 1st class road	...	...	...
Purlakimedy to Madapaum	...	...	...
Do. to the Port of Poondy	...	...	...
Palcondah in Vizagapatam to Gaurah in Ganjam to connect the former with the Port of Calingapatam and a branch road to Chicacole	...	...	...
Purlakimedy to Calingapatam to be borne by the Zemindars for the lines within the Zemindary	...	...	...
Do. to Poondy	Do.	Do.	...
Chicacole Bridge	...	...	...
Total Ganjam....			
VIZAGAPATAM.			
Completing the gravelling of a portion of road from Vizagapatam to Vamoolavulsah	...	...	...
Constructing 3 Bridges on the new road leading from Do. to Do.	...	...	...
Road from Tantipurty to Jeypoor Do. from Purvatipoor to Do.	...	...	...
Six special roads for affording employment to the people during the scarcity including the Superintendence for one viz.	...	...	...
1 Branch road from Nursipatam to join the Trunk road at Thallapalem.	...	...	...
1 Do. Do. from Nursipatam towards Weeroothah.	...	...	...
1 Do. Do. from Do. to Golcondah.	...	...	...
1 Do. Do. from the Ferry towards Punchadarlah to join the Trunk road midway between Yellamunchilly and Muckapilly	...	...	...
1 Do. Do. from Tantipurty to Ankapilly.	...	...	...
1 Do. Do. from Purvatipoor to Boobily Territory and from Do. to Palcondah and from Palcondah to Cheepoorpilly.	...	...	...
Total Vizagapatam....			

FOR ROADS AND BRIDGES.

Date of Sanction.	Amount of Estimate.	Amount of work performed.	REMARKS.
2	3	4	5
	Rs.	Rs.	
31st May 1853.	68,583	No report.	
28th January 1853.	5,302	4,420	
8th April 1853.	10,947	10,947	Completed.
Do. Do.	560	560	Do.
15th December 1853.	28,700	11,383	
19th Do.	1,42,246	99,103	
15th August 1854.	25,259	}	Not commenced.
Do. Do.	20,675		
Do. Do.	41,452	41,452	
4th April 1854.	26,153	}	22,255
Do. Do.	23,353		
7th February 1854.	29,285		
5th April 1855.	10,049		
	4,32,564	1,90,120	
14th March 1854.	1,500	1,500	Completed.
29th April "	8,566	1,757	
13th December 1854.	10,000	4,398	
27th January "	82,025	46,993	
	102,091	54,648	

SANCTIONED WORKS.
1
RAJAHMUNDRY.
Forming a road from Cocanadah to Neelapully.
Repairing the road between Rajahnagarum and Dhurmavaram... ..
Do. different cross roads.... ..
Do. roads from Nursapoor to Viziaswarum.
Do. from Rajahmundry to Dowlaiswaram.
Do. particular lines of road.
Do. parts of high Northern road from Yernagoodem to Rajahmundry and from Juggumpetta to Tooney.
Constructing a road from Nursapoor to Cakarapurroo... ..
Road, Bridges and Tunnels on road from Do. to Do.
Road from Cocanadah to Samulcottah... ..
Total Rajahmundry...
MASULIPATAM.
Repairing Chinnapoor Canal.
Repairs to road from Masulipatam to Ellore and Bezoarah.... ..
Constructing a Bridge over the Poollairoo Channel near Palamata Village.
Repairing high road from Masulipatam to the boundary of the Nizam's Territory.
Total Masulipatam...
GUNTOOR.
Constructing a Platform Bridge over the Aramundee Calingulah on road from Ponnor to Tenally... ..
Do. Do. over the Commamoor channel near Chinnalingayapalem on road from Innacondah to Nizampatam, &c... ..
Forming a raised road across the wetlands near Sandole and constructing Tunnels in the same on road from Guntoor to Nizampatam... ..
Improving district road from Guntoor to the Village of Munchalla on Do. Do.
Constructing 4 Tunnels and a Inverted arch on the same road... ..
Do. Tunnels on road leading from Guntoor to Cumbum, &c.
Total Guntoor...

Date of Sanction.	Amount of Estimate.	Amount of work performed.	REMARKS.
2	3	4	5
	Rs.	Rs.	
7th October 1853.	6,058	5,184	
21st October 1853.	4,486	2,813	
20th December "	2,140	1,321	
24th Do.	3,500	1,359	
Do. Do.	750	In progress.	
Do. Do.	4,250	1,266	{ Work stopped vide Pro. 21st August 1854.
5th August 1854.	6,450	1,487	
27th July 1847.	7,471	7,443	Completed.
5th January 1849.	5,824	5,381	Completed.
"	"	"	Rs. 9,793 was recommended to Govt. on the 15th March 1849; but not yet Sanctioned.
	40,929	26,254	
23d July 1853.	7,873	In progress.	
31st January 1851.	11,482	Not commenced.	
17th February 1852.	1,021	No report.	
"	"	"	
	20,376	"	Rs. 1,73,370 was recommended to Govt. on the 28th July 1855; but not yet Sanctioned.
10th March 1851.	720	53	{ The execution of this work has been suspended for the present; letter to Board 26th May 1852.
Do. Do.	2,011	319	Do. Do.
25th November 1851.	1,360	Completed.	
8th February 1853.	8,622	4,825	
6th April 1854.	4,278	669	
19th April 1853.	900	1,000	
	17,891	6,866	

SANCTIONED WORKS.
1
NELLORE.
Construction of a 5 Arched Bridge over the Beeraupooyaroo.
Repair of the road between the Dornala Pass and the Sea.
Raupoor road.
Cumbum road.
Total Nellore..
CUDDAPAH.
Road from Chennai to Cuddapah... ..
Repairing the approaches to 2 Bridges and repairing road near Markapoor Village and a portion of road in Pooleveed limit.
Tracing a new road over the Nundycanama pass and constructing Bridges, &c. in certain places.
Constructing 2 Bridges across the Boogga and Ralla rivers between the cantonment of Cuddapah.
Repairing road from Koontanullypau in Nellore to Budwail in Cuddapah via Doranala pass.
Northern or Cumbum and coast line of road....
Making the road from Cuddapah to Nellore and constructing Bridges.
Chitwail (or Southern line of road) via the Rapoor Ghaut.
Branch road from Nellore district near Nundialumpett to Proddatoor including the construction of Bridges.
Cuddapah and Bellary frontier road including the construction of Bridges.
Budwail and Chennai line of road (2d Sanction)....
Total Cuddapah...
BELLARY.
Bellary to Herihall.
Carried forward...

Date of Sanction.	Amount of Estimate.	Amount of work performed.	REMARKS.
2	3	4	5
	Rs.	Rs.	
{ 31st March 1851.	4,614		
{ 20th Sept. 1853.	1,114	8,600	
{ 16th Nov. 1854.	6,827		
{ 27th January 1854.	71,000	1,16,356	
{ 10th February 1855.	71,000		
{ 27th January 1854.	38,000	26,393	
Do. Do.	1,03,000	17,710	
	2,95,555	1,69,074	
5th January 1852.	6,436	4,962	
Do. Do.	2,143	2,143	Completed.
{ 25th June 1852.	15,698	42,370	
{ 13th February 1854.	32,700		
{ 13th June 1853.	20,162	21,303	
{ 5th March 1855.	2,331		
13th August do.	16,296	16,212	Completed.
{ 27th Jan. 1854 at	"	70,314	
{ 1,000 Rs. per mile. }	"	29,163	
Do. do. at 1,000 per do.	"		
{ 14th March 1854. at	"	24,228	
{ 750 per Do.	"		
{ 27th January 1854	"	17,924	
{ at 1,000 per Do. }	"		
21st March 1854 Do.	"	52,164	
10th February 1855.	39,000	5,223	
	1,34,766	2,86,006	
{ 4th April 1851.	17,963		
{ 20th Dec. 1851.	3,037	25,330	
{ 27th October 1853.	802		
{ 6th December "	4,543		
{ 4th January 1854.	439		
	26,784	25,330	

SANCTIONED WORKS.					
1					
BELLARY.—(continued.)					
					Brought forward...
Bellary to Humsagur.	...	...	...	...	...
Ramandroog to Bavehully.	...	...	...	...	...
Cooditany to Darojee.	...	...	...	...	...
Ramandroog to Bellary...	...	...	...	...	...
Repairing Ramandroog Ghaut.	...	...	...	...	...
Constructing Bridges on the Dharwar road...	...	...	...	...	...
Additional amount for Ramandroog.	...	...	...	...	...
Hospett and Negalapoor Do.	...	...	...	...	...
Constructing drains on the roads lately constructed during scarcity.	...	...	...	...	...
For maintenance of Do. at 100 Rs. per mile.	...	...	...	...	...
Construction of roads for giving subsistence to the suffering population during the scarcity.	...	...	...	...	...
					Total Bellary...
CANARA.					
Munzerabad Road.	...	...	...	...	...
Devamunny Road...	...	...	...	...	...
Jaloor to Cassergode...	...	...	...	...	...
Eckumby to Samasghee...	...	...	...	...	...
Perdoor to Mulpay...	...	...	...	...	...
Coompta Sea Custom House road...	...	...	...	...	...
Yellapoor to Kirwutty	...	...	...	...	...
Guersappa Ghaut Trace.	...	...	...	...	...
Sanecutta to Tuddry.	...	...	...	...	...
					Carried forward...

Date of Sanction.	Amount of Estimate.	Amount of work performed.	REMARKS.
2	3	4	5
	Rs.	Rs.	
{ 28th October 1851.	26,784	25,330	
{ 17th February 1852.	23,745		
{ 18th February 1853.	11,489		
{ 8th June "	6,799	35,089	
{ 3d November "	3,969		
{ 16th April 1852.	381	381	
{ 18th December 1853.	647	608	Completed.
27th June 1854.	12,725	4,800	
4th January "	7,590	2,640	
24th February 1855.	628	628	Completed.
Do.	39,924	Not commenced.	
Do.	3,414	Do.	
Do.	10,571	Do.	
10th Do.	1,07,520	Do.	
Do.	28,900	Do.	
As per order of Govt.	"	13,21,936	Completed.
"	2,90,086	13,91,412	
{ 26th August 1845.			
{ 30th Sept. 1848.			
{ 7th June 1850.			
{ 6th April 1852 Bd.	89,785	No report.	
{ 16th Nov. "			
{ 29th March 1853.			
{ 6th January 1848.			
{ 21st February 1853.	77,089	77,161	Completed.
{ 6th Sept. 1853 Bd.			
18th September 1849.	9,732	No report.	
3d December 1850.	1,086	Do.	
27th January 1851.	5,983	5,723	
25th November "	2,069	1,573	
2d December "	5,152	No report.	
{ 17th March 1852.	1,000		
{ 27th January 1853.	4,000	No report.	
11th December 1851.	2,509	Do.	
	2,01,410	84,457	

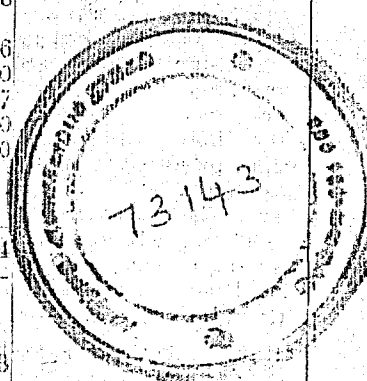
SANCTIONED WORKS.					
1					
CANARA.—(continued.)					
Brought forward...					
Hullial to Mavineoppa.	...	...	...	...	...
Ankola and Arbye Junction road....	...	...	...	...	...
Widening the Arbye Ghaut from Yellapoor to Meerjan. ...	...	...	...	...	...
Byndoor to Butkul.	...	...	...	...	...
Repairing and improving the Neelcoond Ghaut..	...	...	...	...	...
Hullial to Nullapoor including Singawarree Ghaut.	...	...	...	...	...
Cross road from Juggulpet to Sumseddy through Soopah. ...	...	...	...	...	...
Road to the top of the Coompta Hill for a new light House. ...	...	...	...	...	...
Timber bridges on the Sirey and Siddapoor road..	...	...	...	...	...
Do. on the Yellapoor and Meerjan road by Arbye Ghaut...	...	...	...	...	...
Repairs of bridges and drains on the Sirey and Dharwar line. ...	...	...	...	...	...
Timber bridge on the Julsoor and Cassergode line.	...	...	...	...	...
Widening the Neelcoond Ghaut line.	...	...	...	...	...
Repairing the Agoombay Ghaut line.	...	...	...	...	...
Draining the Davymunny line.	...	...	...	...	...
Opening the Kadootagul Ghaut.	...	...	...	...	...
Trace of the Tinnye Ghaut.	...	...	...	...	...
Do. Kyga Ghaut.	...	...	...	...	...
Mullaymunnay and Guersappa line.	...	...	...	...	...
Total Canara...					
CHINGLEPUT.					
Cross road from Chingleput to Conjeveram...	...	...	...	...	...
Road from Conjeveram to Tindevanum via Tellaur (from Pagoda Fund.)	...	...	...	...	...
The above road in the limits of Pennaghur. ...	...	...	...	...	...
Road from Chunambut to Tindevanum...	...	...	...	...	...
Do. from Trivulloor to Kistnapoorum.	...	...	...	...	...
Do. from Corutloor to Trivulloor, ...	...	...	...	...	...
Pincer road.	...	...	...	...	...
Cross road from Thuthoor to the Northern road.	...	...	...	...	...
Do. from Poonamully to St. Thomas' Mount. ...	...	...	...	...	...
Total Chingleput...					

Date of Sanction.	Amount of Estimate.	Amount of work performed.	REMARKS.
2	3	4	5
	Rs.	Rs.	
	2,01,410	84,457	
{ 2nd December 1851. 24th February, 26th March and 2d May 1853. }	4,500	4,521	
23d October 1852.	6,714	5,818	
Do. Do.	3,750	2,041	
22nd November 1852.	1,700	1,308	
5th May 1853.	5,000	3,789	
13th August "	9,850	5,114	
Do. Do.	1,000		
15th July "	500	No report.	
8th October "	9,960	4,286	
Do. Do.	31,917	2,238	
8th December 1853.	20,324	17,043	
16th February 1854.	2,640	634	
14th March "	7,050	4,933	
10th July "	3,750	1,319	
24th October "	7,125	1,302	
6th April "	3,000	1,379	
19th August "	5,000	Not commenced.	
25th Do. "	5,000	Do.	
14th December "	20,426	Do.	
	3,50,616	1,40,187	
25th November 1851.	6,918	6,535	
1st July 1853.	2,080	8,586	
Emergent Estimate.	578	142	
16th June 1853.	1,794	1,394	
12th April 1854.	3,952	942	
14th December 1854.	14,412	Under progress.	
Bd. 1st June, 1854.	1,352	80	
12th June "	2,213	694	
6th June "	16,435	3,905	
	49,784	22,378	

SANCTIONED WORKS.	
1	
NORTH ARCOT.	
Arnee to Poloor and from Poloor to Trichinopoly...	...
Chittoor to Kureumbaady...	...
Bazar road of Trivuttur on road from Arnee to Wundiwash...	...
Canjeeveram to Tellar...	...
Arnee to Trinomalay...	...
Vellere to Arnee...	...
Road between Palamannair and Venetagherrycottah...	...
Cuddapah road by Nuggery...	...
Wallajah to Sholinghur...	...
Cuddapanuttum to Gooriattum...	...
Vellore to Arnee...	...
Do. Do.	...
Poothulput to Kureumbaady...	...
Gooriattum to Pullicondah...	...
Chittoor to Suntapettah...	...
Verinjeepoorum to Western Trunk road...	...
Wallajapet to Sholinghur...	...
Total North Arcot...	
SOUTH ARCOT.	
Road from Porto Novo to Chellumbrum...	...
Do. from Veeranum Tank to Do...	...
Do. from Tindevanum through Killayanore to Pondicherry...	...
Constructing road from Shateya Tops to Verdachellum...	...
Do. road from Olundoorpett to Verdachellum...	...
Clearing new road from Cuddalore to Chellurabrum...	...
Repairing the road, &c. from Cuddalore to Bondipolliem and also to Put- tambakum clearing Jungles and cutting side channels to the road from Tindevanum to Trinomallay and purchasing Tools, &c.	...
Do. road from Lendalore to Pondicherry...	...
Raising road and constructing Tunnels &c., from Munjacoopum to Punrootty	
Constructing road from Nellicoopum thru Puttumbakum to Olundoorpet...	
Do. road from Thyar to Tindevanum...	...
Do. road from Tindevanum to Muskanum...	...
Carried forward...	

Date of Sanction.	Amount of Estimate.	Amount of work performed.	REMARKS.
2	3	4	5
	Rs.	Rs.	
22nd April 1852.	1,223	802	Completed.
21st Sept. "	12,823	3,145	
26th January 1853.	1,065	979	
1st July "	11,565	5,050	
20th February 1854.	9,187	6,300	
" "	"	"	Rs. 1,842 was recommended to Govt. on the 22d Jan. 1852 but not yet sanctioned.
10th February 1855.	32,053	Not commenced.	
14th August 1852.	6,000	2,536	
21st December "	6,845	6,845	
29th May 1854.	2,400	100	
10th July 1851.	1,167	500	
10th February 1855.	27,260	Not commenced.	
24th February "	21,426	Do.	
24th Do.	13,188	Do.	
19th December 1854.	731	Do.	
19th Do.	680	Do.	
15th January 1855.	5,492	Do.	
	1,53,065	26,317	
" "	"	"	Rs. 3,231 was recommended to Govt. on the 10th Nov. 1851 but not yet sanctioned.
11th December 1852.	2,470	1,156	
{ 28th February 1853 } out of Rs. 5,500.	2,000	2,000	Completed.
Do. Do. out of Do.	1,000	1,000	Do.
Do. Do. out of Do.	1,000	1,000	Do.
Do. Do. out of Do.	1,500	700	
23th Feby. 1853 out of Rs. 1,500.	1,500	1,429	
{ 26th Feby. 1853 out } of Rs. 300.	300	300	Completed.
22nd February 1854.	5,000	11,000	Completed.
21st March "	6,000		
6th January "	3,005	3,000	Completed.
7th February "	7,463	7,400	
	31,238	23,985	

SANCTIONED WORKS.
1
SOUTH ARCOT—(continued.)
Brought forward...
Constructing road from Pondicherry to Trunk road, No. 8 through Mylur.
Improving road from Vellaur to Coleroon... ..
Do. Do. from Shategatope to Womamboleyore... ..
Do. Do. from Chellumbrum to Lalpet.
Improving road from Lalpet to Womamboleyore... ..
Constructing a Bridge over the Vadavar at Natarmungalum in the road from Munnargoody to Odiarpolliem.
Do. road from Cuddalore through Virdachellum to Salem.
Do. Do. from Port Novo to Vellaur Ancient through Bowengherry.
Do. Do. from Villapoorum to Villianore (French)
Improving road from Trecullore to Chengamah through Trinomallay.
Repairing road from Vellaur to Coleroon on the line leading to Combaconum.
Do. road from Chellumbrum to Lalpet... ..
Total South Arcot...
SALEM.
Improving Topoor Ghaut from Chuttrum Funds 1,948 }
From Cart Funds 1,351 }
Opening a Cattle Ghaut from the Shervaroy Hills to Darampoory.
Do. from Do. to Salem.
Repairing road from Ossoor to Darampoory, from Royacottah to Kistnagherry and from Darampoory to Kistnagherry.
High road from Salem to Cuddalore and from Salem to Trichinopoly.
Improvements proposed to the roads between Namkul and Moganoor and between Salem and Trichinopoly.
Road from Salem to Nerinjupet.
Total Salem...
TANJORE.
Repairing and tunnelling the road from Combaconum towards Madras.
Do. road from Tranquebar to Sheally... ..
Bridge over the Servaloor Cottavassul surplus on road from Karrikal to Combaconum via Nachiargoody... ..
Constructing tunnels and repairing road from Mactoopettah to Vadaranium.
Carried forward...

Date of Sanction.	Amount of Estimate.	Amount of work performed.	REMARKS.
2	3	4	5
	Rs.	Rs.	
21st January 1851.	31,233	23,935	Completed.
21st March " "	5,000	5,000	
Do. Do.	1,750	1,725	
Do. Do.	2,800	2,703	Completed.
Do. Do.	2,300	2,300	
13th December 1851.	992	488	
29th January 1852.	4,738	2,266	
28th October 1853.	66,256	42,600	
11th February 1854.	19,302	16,077	
28th Do. "	5,543	4,000	
21st March "	2,000	1,500	
9th December 1851.	1,250	No report.	
Do. Do.	1,450	No report.	
	1,44,721	1,07,644	
1th April 1853.	3,296	3,383	
2d July " "	10,000	No report.	
14th Nov. "	3,500	Do.	
27th February 1854.	3,393	237	{ Materials are under preparation. { Measures will be adopted for commencing operation.
9th September "	2,802	Not commenced.	
19th December "	2,669	Do.	
10th July "	1,600	90	
	27,203	3,710	
30th January 1851.	4,417	2,615	No report.
Do. Do.	847	528	
Do. Do.	652	533	
18th March 1852.	584	584	
	6,500	4,310	Completed.

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SANCTIONED WORKS.
1.
TANJORE.—(continued.)
Brought forward...
A bridge over the South Rajah Voikal on road from Olagacherry to the Coleroon Annicut.
Sibbundy.
Constructing a bridge over the Maharajah Samoodrum on road from Trichinopoly to Adrampatam.
Do. over the Cunnanaur on road from Munnargoody to Adrampatam. Estimate Rupees 4,872.
Altering the Valapaur Bridge and repairing the road from Mayaveram to Trivalore... ..
Do. Pottaur Bridge on the same road,
Adding a vent to the Moddeundum Bridge on the Munnargoody and Combacconum road.
Altering the Soollanaur Bridge on the same road.
Constructing a Bridge over the Pamanayaur on road from Mootoopettah to Adrampatam and Puttoecottah (from Pagoda funds.)
Three Bridges and Tunnels on road from Negapatam to Tritorypoondy (from Do.)
Earth-work on the same road (from Do.)... ..
Gravelling part of the road from Tanjore to Trichinopoly and constructing Bridges, &c.
Repairing part of road from Combacconum to Tranquebar and constructing Tunnels... ..
Do. and Tunnelling the road between Munnargoody and Trivalore.
Constructing Tunnels on the road leading to several Salt pans attached to Adrampatam and Arsanaghady... ..
Tunnelling the road from Mootoopettah to Puttoecottah.
Straightening Cunnanaur and raising part of the road from Munnargoody to Adrampatam and constructing Tunnels.
Tunnelling the road from Trichinopoly to Adrampatam.
Forming a road with Tunnel from Perrelum to Tamanangoody in completion of a cross line between Perrelum and Kurrical... ..
Aduppar Bridge over Annicut on road from Negapatam to Tritraypoondy (from Pagoda Funds.)... ..
Road between Videisvaren Covil and Punthanellore... ..
Bridge on Do. Do.
Road between Munnargoody and Adrampatam... ..
Bridge over the Trimulrajenaar in the French limits on road from Negapatam to Tranquebar via Kurrical, at the joint expence of the English and French Governments (From Pagoda Funds)... ..
Carried forward...

Date of Sanction.	Amount of Estimate.	Amount of work performed.	REMARKS.
2	3	4	5
	Rs.	Rs.	
	6,500	4,310	
18th March 1852.	852	744	
Do. Do.	85	"	
11th June 1852.	6,000	5,882	
Do. Do.	4,062	4,530	
10th August 1852.	1,625	1,187	
Do. Do.	1,174	1,118	
Do. Do.	768	725	
Do. Do.	806	741	
{ 29th Septr. 1851. }	7,383	7,524	
{ Out of Rs. 70,000 }			
{ 18th Nov. 1852. }	10,766	10,547	
{ Out of Do. }			
{ 18th March 1852. }	3,142	2,897	
{ Out of Do. }			
11th January 1853.	4,203	4,208	Completed.
23d January "	4,225	3,234	
Do. Do.	3,717	3,090	
19th Do. Do.	799	735	
22d February 1853.	803	No report.	
14th January "	1,330	1,330	Completed.
22d February "	2,757	2,570	
3d Do. "	564	469	
12th August 1852.	1,800	No report.	
30th August 1853.	5,223	5,010	
5th May "	6,660	6,484	
30th August "	6,625	6,328	
{ 25th Sept. 1850. }	{ English portion }	No report	
	5,000		
	86,869	73,658	

SANCTIONED WORKS.	
1	
TANJORE.—(continued.)	
	Brought forward...
Repairing road from Mayaveram to Trivalore.	...
Forming a new line with tunnels along the South bank of the Trimulraje- nar from the Bridge over that river on road from Trivalore to Mayave- ram and Polagum.	...
Repairing and tunnelling the road from Trivalore to Mayaveram between Samaullore Trimulrojen bridge.	...
Do. road from Munnargoody to Combacenum.	...
Do. road from Combacenum to Tranquebar.	...
Do. Do. Do. to Trivalore.	...
Do. Do. Do. to Madras between Andotaray and Aunakaren Chuttrum	...
Do. Do. Do. to Tanjore.	...
Do. Do. from Sheally to Tranquebar.	...
Do. Do. from Mayaveram to Tranquebar up to the junction with road, No. 28, from Sheally to Tranquebar.	...
Do. from the Senjiputty to Adrampatam.	...
Do. from Tanjore to Do. up to junction with the above road.	...
Do. from Adrampatam to Mimbessel.	...
Do. from Mootoopettah to Tritraypoondy.	...
Do. from Tritraypoondy to Vadaraniem.	...
Sitbundy.	...
Constructing Tunnels on several roads.	...
Do. a bridge over the Codychoottayur on road from Negapalam to Vadaraniem.	...
Do. Do. over the Era Voikaul on Do.	...
Do. Do. over the Moolleyaur on Do. from Mootoopettah to Vadaraniem.	...
Re-constructing the Bridge over the Trimulrojen river on road from Com- bacenum to Tanjore.	...
Constructing 7 Bridges on road from Trivalore to Tritraypoondy.	...
Koloor and Shengoody road.	...
Surplus Channel bridge near Negapatam.	...
2 Bridges on Tanjore and Poodocottah road.	...
Trivaloor and Tritraypoondy road.	...
Anmayettah and Paupanassum road.	...
Forming the road between Tanjore and Munnargoody and constructing Tun- nels.	...
Do. between Tanjore and Puttocottah and Do.	...
	Carried forward...

Date of Sanction.	Amount of Estimate.	Amount of work performed.	REMARKS.
2	3	4	5
	Rs.	Rs.	
20th June 1850.	86,869	73,658	
	686	514	
3d December ..	4,985	No report.	
Do. Do.	573	Do.	
23d May 1853.	3,600	1,110	
Do. Do.	1,700	546	
Do. Do.	1,820	1,001	
Do. Do.	975	943	
Do. Do.	675	547	
Do. Do.	937	650	
Do. Do.	600	573	
Do. Do.	1,290	1,264	
Do. Do.	532	495	
Do. Do.	1,005	976	
Do. Do.	737	729	
Do. Do.	762	185	
Do. Do.	600	31	
9th August 1853.	1,398	1,209	
23d Do. "	5,281	5,019	
Do. Do.	1,537	1,458	
Do. Do.	2,816	2,803	
1st February 1854.	2,794	2,767	
13th Do. Do.	21,250	22,909	
26th June Do.	4,873	Not com- menced.	
Do. Do.	3,213	Do.	
26th June Do.	3,102	Not com- menced.	
14th December Do.	14,000	Do.	
10th February 1855.	42,165	Do.	
27th January 1854.	4,700	603	
Do. Do.	4,254	Not com- menced.	
	2,22,759	1,20,110	

SANCTIONED WORKS.
1
TANJORE.—(continued.)
Brought forward...
Forming the road between the Lower Coleroon Annicut and the Town of Cootalum and constructing Tunnels...
Do. from Tritrapoondy to Kullimode along the Adapaur south bank and Do.
Do. from Cungalanjairy to Nagore along the Vellaur bank and Do. and Bridges.
Constructing a bridge across the Cauvery...
Do. Do. across the Palavaur...
Do. Do. across the Munnyaur.
Altering the bridge across the Tootoovalkal on the road from Moottoopetah to Vadaraniam.
Do. 4 bridges across the Moolliar on the Do. from Munnargoody to Vadaraniam.
Constructing Bridge across the Coleroon at Aunakauren Choultry on the road from Negapatam to Madras; Estimate Rupees 1,30,000, (from Pagoda funds.)
Total Tanjore...
TRICHINOPOLY.
Road from Trichinopoly to Tanjore via Toowagoody...
Do. to Tanjore via Sirkarpolliem.
Do. to Combaconum...
Do. to Arrealore via Lalgoody.
Do. to Madura and constructing Corayaur Bridge...
Do. to Dindigul via Manapaur.
Do. to Poodocottah via Goendoor.
Do. to Coimbatore along the right Bank of the Cauvery...
Re-constructing Bridge across the Codamoorty...
Road to Salem as far as Voitalay Goodalore.
Constructing Bridge across the Iyaur...
Road to Salem up to Moosery...
Do. to Do. up to Valeaputty...
Do. to Dindigul via Koolettally.
Do. to Vyalore by Pootoor.
Do. to Poolambady to Trimulvady...
Total Trichinopoly...

Date of Sanction.	Amount of Estimate.	Amount of work performed.	REMARKS.
2	3	4	5
	Rs.	Rs.	
25th August 1854.	2,22,759	1,20,110	(Not commenced.)
Do. Do.	4,731	Do.	
Do. Do.	5,546	Do.	
14th December „	12,852	Do.	
Do. Do.	3,600	Do.	
Do. Do.	4,632	Do.	
Do. Do.	2,960	Do.	
19th Do.	1,277	Do.	
Do. Do.	2,723	Do.	
5th September „	92,000	Do.	
	3,53,080	1,20,110	
26th August 1853.	2,186	1,741	
14th January „	2,294	2,238	Completed:
23d December 1851.	5,042	5,016	Do.
(24th January 1854.	535	535	Do.
(23d March „	4,993	2,915	
18th May 1853. „	23,534	23,550	Do.
14th December 1854.	15,177	In progress.	
23d March „	2,152	1,923	
15th August 1851.	6,896	6,400	Do.
10th June 1853 Bd.	4,703	5,280	Do.
20th March 1851.	577		
3d February 1852.	4,800	4,800	
10th June 1853.	6,947	10,646	
3d February 1852.	3,743		
23th January 1853.	2,980	2,967	
16th February 1854.	25,000	23,818	
14th January 1853.	6,400	4,519	
23d March 1854.	4,793	4,706	
	1,499	806	
	1,24,251	1,01,865	

SANCTIONED WORKS.
1
COIMBATORE.
Constructing a Bridge of 6 Vents over Sunganoor Jungle stream...
Repairing road from Pulladum to Dharapoorum...
Constructing a Bridge across Oottoocooly stream and repairing road from Pullachee to Paulghant...
Repairing Cooppandy Chuttrum road to Collungode...
Constructing a Bridge of 3 arches across the Noyel river between Coimbatore and Shooloor.
Repairing road from Coimbatore to Trichinopoly...
Road from Poolachy to Oodamulecottah with Bridges.
Repairing road and constructing Bridges between Bunnamy and Mysore limits.
Bridge over the Bhowany river at Sattiamungalum.
Repairing road from Coimbatore to Danaikencottah and constructing Bridges
Road from the foot of the Hussanoor Ghaut to Veelamoody near Danaikencottah.
Bridge on the Seegoor Ghaut.
Making a cut across the Kaity Ghaut and improving the Road to Jackatalla.
Repairing Caroor road...
Constructing a Bridge of one arch across the Chinna Kullar stream.
Do. Do. across the Jungle stream near Teroomungalum in Cheyoor.
Repairing road between Maikenaikenpollum and Ammullay...
Do. road leading from Trichinopoly to Seeringapatam and Mysore via Hussanoor...
Constructing a Bridge across the Seegoor river.
Clearing Jungles on both side of road between Seegoor and Mysore limits...
Repairing road from the foot of the Seegoor Ghaut to the Mysore limit including the pay of Superintendent Rs. 500.
Constructing road between Jackatalla and Ootacamund via Elk Hill saddle.
Do. a Bridge on road between Coonoor and Kotagherry...
Repairing cross roads in the several Talooks and constructing Bridges and Chuttrums (from Devastanum and Chuttrum funds.)
Repairing road in Koughiem, Danaikencottah, Pulladum and Poolachy Talooks....
Do. Guzzlehutty Ghaut.
Do. Do. at 200 Rupees.
Do. road leading from Neilgherries to Trichinopoly in Danaikencottah. Pulladum, Koughiem and Caroor Talooks and Pay of the Superintendent of roads...
Carried forward...

Date of Sanction.	Amount of Estimate.	Amount of work performed.	REMARKS.
2	3	4	5
	Rs.	Rs.	
{ 17th July 1850.	3,577	Completed.	
{ 14th January 1853.	621		
22d January 1852.	1,642	376	
30th May 1851.	3,591	1,130	
22d February 1853.	5,099	In progress.	
16th January 1852.	4,513	Do.	
Do. Do.	5,194	Completed.	
27th May 1853.	32,909	In progress.	
30th June 1853.	9,550	Do.	
Do. Do.	16,029	Do.	
27th May 1853.	3,476	1,701	
27th May 1853.	2,888	In progress	
Do. Do.	876	Completed.	
6th October 1853.	18,334	In progress	
8th February 1853.	520	No report.	
20th October 1853.	797	Completed.	
Do. Do.	889	Do.	
Do. Do.	700	In progress.	
{ 8th February 1853.	{ 807	Do.	
21st March 1853.	259	Completed.	
10th June 1853.	5,715	In progress	
{ 17th February 1853.	{ 1,299	Do.	
{ 15th April 1853.	{ 5,029	Do.	
6th October 1853.	7,550	Do.	
20th Do.	587	Do.	
{ Bd. 16th May 1850.	{ 55,621	22,641	
{ Govt. 1st July 1851.			
12th April 1854.	10,000	3,000	
28th March 1848.	1,000	Completed.	
Do. Do. for 3 years from April 1850 to March 1853.	600		
{ 4th July 1854.	{ 12,075	In progress.	
	2,11,747	39,107	

SANCTIONED WORKS.
1
COIMBATORE.—(continued.)
Brought forward:..
Constructing a Bridge of one arch near the 6th mile stone from Coimbatore to Trichinopoly in Coimbatore Talook,....
Repairing road between Seegoor, Tippacadoo and Mysore frontier and for purchasing tools.
For tracing new line of road between the foot of the Ghaut and Coonoor and the pay of Superintendent Mr. Hamilton....
Repairing road on the Ghauts of Coonoor and Kotagherry and improving them.
Annual allowance for repairing the cantonment roads, &c. at Ootacamund...
Repairing road between Ootacamund and Kotagherry....
Constructing road between Noyel and Maliampolliem...
Total Coimbatore...
MALABAR.
Widening road, building Bridges on road from Muttanoor to Cotaparamba...
Improving road from Colungere to Meengooly river.
Road from Tanoor to Cherpoolcherry.
Repairing road from Wundoor to Edawanah.
Raising the Embankment between the Town and Regimental Lines of Mulapoorum and constructing a wooden Bridge.
Constructing Bridges on road from Tiroovangady to Angadypoorum.
Improving the road from Cannanore Bazars to Kakad.
Annual allowance for repairing the Periah Ghaut for 1853 and 1854 Rupees 1084.
Re-building the Codavelly Bridge on road between Tellicherry and Cannanore.
Constructing 2 Bridges on road between Tellicherry and Cotaparamba.
Annual allowance for repairing the Cootiaddy Ghaut for 1854... ..
Do. Do. for repairing the Carcoor Pass from 1851 to 1854 (Rs. 800).
Carried forward...

Date of Sanction.	Amount of Estimate.	Amount of work performed.	REMARKS.
2	3	4	5
	Rs. 2,11,747	Rs. 39,107	
20th October 1853.	737	431	
21st March 1854.	949	In progress.	
{ 5th November 1853.	5,200	Do.	
{ 30th January 1855.			
{ 19th December 1854	4,000	{ Not commenced.	
{ 14th Nov. 1845.			
{ 7th May 1846.	5,800	In progress.	
{ 13th May 1848 and			
{ 21st March 1854.			
15th December "	4,737	Not commenced.	
27th May "	2,236	In progress.	
	2,35,406	39,538	
{ 4th May 1852.	16,568	9,635	
{ 20th October 1853.			
10th June 1852.	975	Completed.	
20th July "	1,200	320	
26th January 1853.	4,240	2,938	
11th December "	1,382	Completed.	
25th November 1852.	1,222	700	
{ 16th July 1853.	1,402	1,476	Completed.
{ 4th January 1854.			
{ 19th July 1845.	1,084	922	{ The allowance for 1853 Rs. 542 have been expended.
20th October 1853.	921	878	
20th December "	565	556	
19th July 1845.	396	Completed.	
Do. Do.	800	800	{ The new Ghaut proposed has not yet been approved of by the Civil Engineer.
	30,755	20,003	

SANCTIONED WORKS.
1
MALABAR. — (continued.)
Brought forward...
Repairing road and constructing 2 Bridges between Eddawanah and Areacode.
Do. Do. between Tirtallah and Betutpoodiangady.
Opening a canal for connecting the Ponany and Chowghaut Backwaters...
Additional for deepening Do. Do.
Constructing 3 Timber bridges on Betutpoodiangady and Chowghaut road.
Do. a Timber bridge over the river at Cootangul.
Annual allowance for the repair of the Koondah Pass for 1854 (Rs. 1,500.)
For tracing a road by the Manarghaut valley into Coimbatore.
Annual repairs of the Goodaloor Pass for 1854 (Rs. 600.)
Repairing road from Sultan's Battery to Tippacaudoo.
Improving and opening certain roads in Wynaud.
Repairing and metalling road from Tippacaudoo to Chukanullah.
Do. the Calay Bridge at Calicut.
Building a Truss Bridge over the Pootoor stream on the road from Angadi-poorum to Tiroovangady.
Metalling the road from Poorapuramba near Tanoor to Beetulpoodiangady.
Repairing and metalling a portion of the road from Beetulpoodiangady to Chengampully Coonoor.
Constructing 25 Timber Bridges for foot passengers across the Tanoor and Ponany canals.
Do. a Bridge over the Pookida ferry.
Two Bridges on the road from Wundoor to Cholakul.
Annual allowance for the repair of roads and Bridges in the District...
Do. Do. for 3 years from 1854 to 1856 for the formation of new District roads.
Completing the Poorapuramba cut and building a sluice combined with a bridge.
Deepening canal from Cootay to the Keranalloor stream.
Making a new cut to avoid bends in the Tanoor canal at Moonamukle.
Total Malabar...

Date of Sanction.	Amount of Estimate.	Amount of work performed.	REMARKS.
2	3	4	5
	Rs.	Rs.	
20th October 1853.	30,755	20,003	
Do. Do.	950	710	Completed.
29th April 1853.	763	600	
14th August 1854.	8,995		
20th December 1853.	7,387	13,717	
{ 12th Jan. 1852 re-	957	400	
newed.			
{ 13th July 1854. }	617	770	Completed.
{ 27th October 1845 }			
{ 23d Feb. and 14th }	1,300	1,300	Completed.
April 1846. }			
8th September 1853.	500	358	
{ 27th Oct. 1845, 23d }			
Feb. and 14th April }	600	600	Completed.
1846 and 13th May }			
1848. }			
8th February 1853.	520	520	In progress.
4th August 1853.	1,000	908	
{ 17th February 1853. }			
{ 15th April 1853. }	956	956	
15th March 1854.	1,821	2,348	Completed.
24th April 1854.	1,725	450	
27th February 1854.	1,800	1,773	
15th December 1854.	544	Not commenced.	
16th September 1854.	1,379		
20th December 1853.	363	1,341	
20th October 1853.	519	650	In progress.
22d Do. "	1,500	1,500	Completed.
Do. Do.	15,000	3,573	
20th March 1854.	5,735	2,647	
{ 29th September 1854 }	3,351	Not commenced.	
	1,669		
	90,706	55,124	

SANCTIONED WORKS.
1
MADURA.
Road from Dindigul via Pulney and Oodamulcottah to Paulghaut... ..
Road from Trichinopoly via Thoverencourchy and Madura to Virdooputty and thence to Tinnevely.
Bridge over Goondoor on road to Tinnevely.
Road from Tondy to Madura* (From Devasthanum Funds)... ..
Road from Davadanaputty or Pareacolum across the Vurkara or Pulney Hills to Pulney... ..
From Meyloor on Road No. 4 to Poodeocottah... ..
From Ramaiswarum to Dindigul... ..
From Stréevellypootoor to Ooslumputty... ..
Road from Dindigul to Paulghaut... ..
Do. from junction with No. 15 to Palacolum and Goodaloor... ..
Do. from Dindigul to Paulghaut... ..
Do. from Do. to junction with No. 18 at Nellacootay... ..
Gravelling portions of the Madura and Dindigul road... ..
Repairing and improving the road from the coast near the Port of Tondy towards Dindigul... ..
Do. Do. between Tiroomungalum on the Madura and Palamecottah and Sholavendan on the Madura and Dindigul road
Do. Do. from Madura to Shevagunga.
Gravelling road from Trichinopoly to Tinnevely.
Constructing a Bridge on Do. Do.
Do. Tunnels on the road from Neyloor to Poodeocottah.
Total Madura...
TINNEVELLY.
Raising and gravelling road from Madura to Palamecottah and constructing Bridges and a Pavement on road between Vooselumputty and Virdooputty in the limits of Coolamanaickapoorum and Cowlingapoorum in the Nelli-ambalam talook.
Carried forward...

Date of Sanction.	Amount of Estimate.	Amount of work performed.	REMARKS.
2	3	4	5
	R.	Rs.	
{ 31st July 1852.	1,630	Completed.	
{ 16th June 1853.	1,134	1,119	
11th January 1853.	5,202	4,174	
1st February 1853.	8,023	4,574	
{ 5th March 1852 Bd.	*12,079	10,618	
{ 11th Jan. 1853 Govt.	8,458	4,148	
{ 5th Sept. 1853 Bd.			
30th November 1850.	1,200	Completed	
8th October 1853.	3,300	2,501	
{ 21st October 1852.	2,323	2,250	
{ 19th January 1853.			
{ 24th January 1851.	7,981	Completed.	
{ 4th March 1852.	3,958	3,587	
7th September 1849.	1,405	No report.	
20th December 1853.	501	Completed.	
Do. Do.	1,570	1,414	
8th July 1851.	527	No report.	
26th November 1848.	805	Do.	
10th July 1854.	1,403	Not commenced.	
Do. Do.	8,607	Do.	
Do. Do.	4,800	Do.	
Do. Do.	551	Do.	
19th December 1854.	1,194	Do.	
Do. Do.	648	Do.	
Do. Do.	898	Do.	
	78,617	34,388	
{ 18th March 1852.	630	Completed.	
	630	„	

SANCTIONED WORKS.	
1	
TINNEVELLY.—(continued.)	
Brought forward...	
Raising and metalling road from Madura to Palamecottah and constructing 2 Tunnels on road between Vooselumpetty and Virdoopetty in the limits of Poodoogoody and Gengacondan in the Otapadarum talook...	
Constructing a Platform Bridge of 30 Vents over the Virdoopetty river in the Sautoor talook on same road...	
Do. a Bridge of 9 arches over the Veypullapetty river in Do. on same road...	
Do. a Bridge of 15 arches over the Sautoor river in Do. on same road	
Do. a platform Bridge of 22 Vents over the Cathalumpetty stream in Do. on same road...	
Do. Do. of 14 Vents over the Assoor Oday in the Otapadarum Talook.	
Constructing a Platform Bridge of 3 Vents over a jungle stream south of Assoor Oday in the Otapadarum Talook...	
Do. a Bridge of 5 arches across the Numbear river in the Vuleyoor Talook...	
Do. a stone paved causeway across the surplus of Codumba Tank in the Pungamaul Talook...	
Raising road and constructing Bridges and Tunnels in Streevygoontum and Pungamaul Talooks.	
Cross road of 2 miles in length from Areekasavelloor to the Tambrapoorney river beyond which the road joins the line from Bramadasum to Tinnevely.	
Gravelling road from Palamecottah to Madura in the Otapadarum and Sautoor talooks...	
Raising and metalling from Palamecottah to Madura and constructing pavements &c. on road between Odacarapetty Bridge and Sautoor.	
Constructing road between Streevellypootoor and Shevacausee (from Tripany surplus Fund) ...	
Do. Do. in the limits of Otapadarum Talook (From Tripany Surplus Fund)...	
Raising and Gravelling road and constructing drains bridges and tunnels on Do. in the limits of Shaireumadavy Naugoonairy and Vuleyoor Talook...	
Constructing a Bridge across the Aloothakunmeer river in the limits of Goo-naramavelloor in the Teneausey Talook.	
Raising and Gravelling road and constructing side walls to Do. in the limits of Tinnevely in the Nelliambalum Talook...	
Do. Do. and constructing a Bridge and a tunnel in the limits of Veera-ragavapoorum and Coolamanickapoorum in the Nelliambalum talook...	
Constructing a new Cotton road from Streevellypootoor via Shevacausee Sautoor and Ettiapoorum to the Port of Tutacorin.	
Carried forward...	

Date of Sanction.	Amount of Estimate.	Amount of work performed.	REMARKS.
2	3	4	5
	Rs.	Rs.	
10th January 1853.	630	"	
1st February 1853.	1,721	Completed.	
1st November 1853.	2,725	7,940	
Do. Do.	10,313	3,085	
26th September 1853.	24,621	7,367	
15th January 1855.	3,990	1,845	
15th January 1855.	2,579	"	Included in the Budget for 1855-56.
Do. Do.	559	"	
8th June 1853.	8,859	"	
9th August 1853.	1,687	In progress.	
26th January 1853.	929	593	
24th June 1853	762	651	
30th August 1853.	2,226	2,056	
{ 16th Dec. 1850.	9,956	5,651	
{ 24th Jan. 1853.	19,321	No report.	
{ 16th Sept. 1850.	48,035	Do.	
{ 24th Jan. 1853			
10th January 1853.	3,170	" 2,118	
15th March 1854.	1,957	636	
10th January 1853.	607	Completed.	
20th December 1853.	728	277	
{ 16th April 1850.	1,00,463	No report	
{ 24th January 1853.	13,002		
	2,64,840	32,219	

SANCTIONED WORKS.	
1	
Tinnevely.—(concluded.)	
Repairing and improving the road from Palamecottah to surplus Pagoda Funds...	Brought forward... Trichendoor (from)
Reconstructing 2 small bridges and 2 tunnels on the Tinnevely and Tencasee road (from Surplus Pagoda Fund)...	...
Constructing a platform Bridge of 3 Vents over the Sevalavaucal and 4 Tunnels on the road in the limits of Kadayanelloor in Tencasee Talook...	...
Repairing a portion of the road between Villesary and Covilputty...	...
Do. Do. between Shadecan's Choultry and Soolochanum's Bridge in the Nelliambalum Talook...	...
Constructing a Platform Bridge of 6 Vents over the Odacaraputty stream in the Sautoor Talook...	...
Raising road and constructing Bridges &c. between Palamecottah in Nelliambalum Talook and Panagoody in Vullevoor Talook...	...
Repairing road between Terookanungoody and Panagoody and constructing 2 Pavements on road in the limits of Sheriumadavy Talook...	...
Constructing a Platform Bridge on the cross road in the limits of Rajapolliem in Streevellypootoor Talook...	...
Do. road with Masonry works between Trichendoor and Woodungoody in Punjamaul Talook...	...
Total Tinnevely...	

Fort Saint George, Chief Engineer's Office,
Department of P. Works,
22d Sept. 1855.

Date of Sanction.	Amount of Estimate.	Amount of work performed.	REMARKS.
2	3	4	5
	Rs.	Rs.	
10th July 1854.	2,64,840	32,219	{ Not commenced.
Do. Do.	2,919	Do.	
Do. Do.	1,360	Do.	
{ From funds raised by voluntary subscriptions. }	721	342	
Bd. 19th Feb. 1855.	2,702	"	{ Included in the Budget for 1855-56.
Do. Do.	1,695	"	
15th January 1855.	1,149	"	
Do. Do.	7,470	"	
Do. Do.	937	"	{ Not commenced.
{ From funds raised by voluntary subscriptions. }	785	"	
15th January 1855.	2,828	"	
	2,87,406	32,561	

G. C. COLLYER, Capt.
Dept. Chief Engineer in D. P. W.
and late Secy. Board of Revenue, D. P. W.

