M.R.O. 1—77,031—8-4-31.

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Reference _____

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 1697 Press / Mis.

Dated 21-11- 1879.

21.22

Not to be folded or roughly handled

No. 21. Read the following letter from Major J. VERTUE, R. E., Officiating Superintending Engineer, 3rd Division, to the Secretary to Government, Public Works Department, Fort St. George, dated Bellary, 10th September 1872, No. 1335 :—

I have, with reference to paragraph 2 of G. O., No. 350, of 23rd March, to submit the following with regard to the roads in the Cuddapah District. This report I have delayed until I had myself inspected most of the roads in the district.

From the manner in which statements have been submitted by Range Officers I cannot give figures with complete accuracy, but those given are very close approximations, and will serve very well to give Government an idea of the system under which the Road Fund has been expended.

I find that last year maintenance allowance was provided for approximately 1,007 miles; of these—

324	are metalled and bridged.
321	more or less gravelled.
292	marked out by side channels.
47	not traced.
24	in progress.
Total... 1,007	

2. The Collector's statement then as to the practice of constructing roads from maintenance grants is well-founded, and I quite agree with him that it is a most objectionable one in every respect. I cannot see that it possesses any feature or advantage to recommend it. I have before me the Budget skeleton map of the Cuddapah District for the year 1869-70; since that time three years have elapsed, and things may be expected to be in a more advanced state than when that map was compiled. Any one, however, who formed an opinion from that map of the length of roads completed, would even now be very much deceived. Portions of roads merely marked out there are noted as *made* and (at least) gravelled roads; at all events there is no difference in the distinguishing mark, and not a few miles, for which not even a trace has been made, are included in the same category. I think this system objectionable for the following reasons, if for no others:—

1*st*.—Because it gives cause for belief in a state of things which does not really exist.

2*nd*.—Because it gains sanction for the expenditure of money, which, had the real state of affairs been known, would probably never have been sanctioned.

3*rd*.—Because it is a wasteful and uneconomical method of constructing roads.

3. Government requests to be furnished with an explanation of the existence of such a system; this, I regret to say, I am *quite* unable to furnish, and can only say that it appears to have prevailed for years in this Division.

4. In paragraph 2 of the G. O. under acknowledgment, there is a reference to a reduction ordered in the maintenance grants of trunk roads in the Madanapalli Circle. I may mention that I have inspected these roads throughout, and have submitted my opinion thereon to the Collector.

MEMORANDUM.

The Chief Engineer desires to remark on the subject of this letter that the practice of assigning maintenance allowances to incomplete roads has not been confined to the 3rd Division, and is not, in his opinion, reprehensible in principle, though requiring to be carefully guarded from abuse in practice. Major Vertue has been but three or four months in the Division; but Colonel Walker thinks he can, in Lieutenant-Colonel A. Moberly's absence, explain how the practice has arisen, from his own knowledge of the Ceded Districts between 1853 and 1856, when Civil Engineer of the 3rd Division.

Extensive road-works, spread over hundreds of miles, were undertaken, it will be remembered, in Cuddapah, Kurnool, and Bellary Districts as Famine Relief Works in 1853 and 1854, and about 13 lakhs of Rupees spent on them in the two latter districts. The roads having previously been mere dry-weather tracks across country from one town to another, and the soil being generally very bad, new alignment of them was almost universally necessary; and they were, when famine credits ceased, completed (as to earth-works only) in fragments here and there, as had suited the starving population, the relief of whom was the chief object in view.

To prevent deterioration of the work already done, to connect detached portions, to finish others all but available for use, and to lay out further extensions, pending preparation and sanction of estimates for metalling, bridging, &c., maintenance allowances were applied for by the Civil Engineer, and allotted by Government. In all probability money has never yet been available fully to carry out the works estimated for; and many lines of incomplete road had nothing to depend upon to keep them open, but their maintenance allowances.

Under mismanagement, incompetency, and neglect, of superior and subordinate Public Works Officers in the Ceded Districts, these allowances may not latterly have been made good use; and it would appear that, in the alienation which existed between the Public Works and Revenue Departments to an exaggerated extent in that Division, the Collectors' knowledge of the Engineer's operations became more and more indistinct, till at last when, in their novel capacities as Presidents of Local Fund Boards, they were forced to inquire into details of Road Budgets, all tradition of the origin of maintenance allowances for incomplete roads had been lost, and their liability to abuse alone remained patent.

In the 7th Division, with the concurrence of Collectors, such as Messrs. Fisher, Grant, Ballard, Wedderburn, Webster, &c, Colonel Walker has for years spent so-called maintenance funds in laying out traces of new roads and in improving the alignment and condition of old ones. And in fact in laying out systems of proposed Local and Imperial Roads, some years ago, miles of which existed as mere tracks, the first step that was invariably taken was the allotment of a mileage rate, the exact expenditure of which depended entirely upon the condition of each line. Completed lines were simply maintained, the condition of incomplete lines was gradually improved pending receipt of funds for perfecting them, and new traces were first laid out and subsequently widened instead of old vicious tracks being perpetuated.

As one striking instance, the Chief Engineer will quote the road from Collegal to the Erode Railway Station, a distance of upwards of ninety miles, for which an allowance of Rupees 100 to Rupees 110 a mile has long been granted. Previous to 1863 the aggregate allowance of about Rupees 10,000 per annum was most scrupulously thrown away on earth repairs to a cattle track which no amount of outlay could have made passable for carts. Since that date it has been steadily applied to the development of an entirely new line between the same places; and grants of money have been from time to time obtained from Government for completing portions for which such outlay enabled estimates to be made.

It is quite at the discretion of Local Fund Boards to determine, according to the degree of confidence which they can place in the Supervising and Executive Agency entrusted with the outlay of their money, how far they will perpetuate a state of things which has been shown not to be peculiar to the 3rd Division, nor necessarily erroneous in principle. In the Chief Engineer's

opinion the old maintenance allowance system for all roads, complete or incomplete, should be maintained, due care being taken to exact a profitable outlay of the funds allotted for each line.

(Signed) G. W. WALKER, Colonel, R. E.,
4th October 1872. *Chief Engineer, P. W. D.*

Transferred to the Financial Department, with reference to the orders in tha t Department, dated 23rd March 1872, No. 350, with memorandum by Chief Engineer.

(Signed) G. W. WALKER, Colonel, R. E.,
4th October 1872. *Secretary to Government, P. W. D.*

No. 22. ORDER THEREON, 9th November 1872, No. 1499.

Ordered that the above papers be communicated to the President of the Local Fund Boards, Cuddapah District, through the Board of Revenue.

(True Extract.)

W. HUDLESTON,
Officiating Chief Secretary.

To the Board of Revenue.
,, Public Works Department.

Exd. J. Wright.

FINANCIAL
Audit Office, 8th
Sydney, 8th
Sir,
I have the honor to
Your most obedient
[illegible]
The Secretary,
Public Works Office.
Sydney.
RECEIVED
No. 2128.

Memorandum.

The Chief Engineer desires to remark on the subject of this letter, that the practice of assigning maintenance allowances to incomplete Roads has not been confined to the 3rd Division, and is not in his opinion reprehensible in principle, though requiring to be carefully guarded from abuse in practice. Major Vertue has been but 3 or 4 months in the Division, but Colonel Walker thinks he can, in Lieutenant Colonel S. Mackenzie's absence, explain how the practice has arisen, from his own knowledge of the Road Districts between 1853 and 1856, when Civil Engineer of the 3rd Division.

Extensive Road works, spread over hundreds of miles, were undertaken, it will be remembered, in Braidwood, Monaro and Bathurst Districts, on Provisional Relief works in 1853 and 1854, and all the Settlers of Districts agreed on them in the two latter Districts. The roads having previously been

mere dry weather tracts across country from one town to another, and the soil being generally very bad, new alignment of them was almost universally necessary; and they were, when Famine Credits ceased, completed (as to earthworks only) in fragments here and there as had united the starving population the relief of whom was the chief object in view.

To prevent deterioration of the work already done, to connect detached portions, to finish others all but available for use, and to lay out further extensions, pending preparation and sanction of estimates for metalling, bridging &c., Maintenance Allowances were applied for by the Civil Engineer, and allotted by Govt. In all probability money has never yet been available fully to carry out the works estimated for; and many lines of incomplete road had nothing to depend upon to keep them open, but their maintenance allowances.

Under mismanagement, incompetency, and neglect, of superior and subordinate Public Works Officers in the Coded Districts, these allowances may not latterly have been made good use. And it would appear that in the alienation which existed between the Public Works and Revenue Departments

to an exaggerated extent in that Division, the Collectors' knowledge of the Engineers operations became more and more indistinct, till at last when in their novel capacities as Presidents of Local Fund Boards they were forced to inquire into details of Road Budgets all tradition of the origin of maintenance Allowances for incomplete roads had been lost, and their liability to abuse alone remained patent.

In the 9 Divisions, with the concurrence of Collectors, such as Major Fisher, Grant, Ballard, Fedderburne, Webster, &c. Colonel Walker has for years spent so called Maintenance Funds in laying out traces of new roads, and in improving the alignment and condition of old ones. And in fact, in laying out systems of proposed Local and Imperial Roads, some years ago, miles of which existed as mere traces, the first step that was invariably taken was the allotment of a mileage rate, the exact expenditure of which depended entirely upon the condition of each line. Completed lines were simply maintained, the condition of incomplete

lines were gradually improved pending receipt of funds for perfecting them, and new traces were first laid out and subsequently widened instead of old vicious tracts being perpetuated.

In one striking instance, the Chief Engineer will quote the road from Collegal to the Erode Railway Station a distance of upwards of 90 miles for which an allowance of Rs 100 to Rs 110 a mile has long been granted. Previous to 1863 the aggregate allowance of about Rs 10,000 per annum was most scrupulously thrown away on cattle repairs to a cattle track which no amount of outlay could have made passable for Carts. Since that date it has been steadily applied to the development of one entirely new line between the same places; and grants of money have been from time to time obtained from Govt for completing portions for which such outlay enabled estimates to be made.

It is quite at the discretion of Local Boards to determine, according to the degree of confidence which they can place in the Supervising Executive Agency available with the outlay of their money, how far they will perpetuate a state of things which has been changed not to be peculiar to the Division, nor necessarily erroneous in principle. See the Chief Engineers opinion on the old maintenance allowance system for all roads complete or incomplete should be maintained, due care being taken to exact a profitable outlay of the funds allotted for each line.

W. Caldecott Coll. R.E.
Chief Engineer Dn. P. W.

4 October 1872.

Rep. G.O. June 1873 pa. 21.
Ltr. Govt. 1172 dt. 19 Feb 1874

No. 1335. Superintending Engineer's Office.
3rd Division.
Bellary 10th September 1872.

From,
The Superintending Engineer
3rd Division.

To,
The Secretary to Government
P.W. Department
Fort Saint George

Enclosures.

Sir,

I have, with reference to para 2 of G.O. No 330 of 22 March, to submit the following report to the Members the Conductor District Officer for the Roads in the District.

I have the honour to which, Statements have been submitted by Ranger Officers, I cannot give figures with complete accuracy, but those given are very close approximations, and will serve equally to show generally the extent of the system under which the Roads have been expended.

I would first upon Maintenance Allowance provided for unfortunately many Miles of these,

324 are metalled and Bridged.
391 Fords or Cop Causeways.

Page 1

Dep. Received and by Sub Overseer.

Dup. read and Entered.

Dl. and proceeded.

Febry 1867

D. The Collectors Statement and Plans on the
Province of Connaught Roads Bonds Maintenance Grants
is well founded, and I agree to report with kind that it is
a most objectionable one in every respect. I remark par-
ticularly its proposing many Sections or Roads to be removed
at present before even the Annual Statistical Report of
the Castlebar District for the year 1866 proves that
about 3 years hence, altogether, and things may be so altered
by the then Overseers of Roads, as to render the Roads
proposed to be removed at present, necessary Roads
in the future. I think this
system objectionable for the following reasons, of course
others.

1st Because it gives encouragement for the Surveyor or Roads

of Districts, collectors and Overseers

2nd Because it gives encouragement for the unprovided
Survey of necessary Roads, and the real state of affairs
never known, would probably never have been discovered

3rd Because it is a complicated and unnecessary
method of Constructing Roads.

3 Government requests to be furnished with the
explanation of the existence of such an Opinion, that I
request to may Surveyor should be forwarded, and care-
fully why that it appears to have presented for Government
this Division.

4th In para 2 of the G.C. under reference to a Report from
Roads in reference to a Report ordered on the Province
Province Roads of South Roads in the Mayo Castlebar
Circle. I may mention that I have inspected those
Roads thoroughly, and have submitted my opinions
thereon to the Collector.

I have the honor to be
Sir
Your most Obedient Servant
Charles Tuthill Esq.
Civil Superintending Engineer

Fin 25 Mar 72 — 180, 183

P. W. 1872-73. Dept.
Financial No. 4297

From,

The Superintending Engineer
3rd Division.

To,

The Secretary to Government
of the Public Department
Fort William

No. 1375
Dated 14 September 1872
Received 16 September 1872

ENCLOSURES.
Letter

Subject to this reference
to forward a copy of the Report
and Estimate submitted
with the Letter noted in the
margin, and to request
that the Government
may be pleased to sanction
the same.

Transferred

Transfer to the Financial Dept. with reference to the order on that Dept d/ 25th March 1872, No 350 with Memo. by Chief Engineer.

Mr. Allen, C.E.S. Secretary to Govt. Pub. Dept.

The 4th Oct. 1872.

Read letter from Superintending Engineer 3rd Division, dated 14th Sept. 1872.

9th November 1872 No. 1499 — Forwarded to Secretary Govt. Public Works Department for information.

Board of Revenue, Public Works Dept. 9th Nov. 1872.

Govt. of {1872} Madras.

Financial

To

The Board of Revenue.

Sir

Dated Nov^r 9
Read, Encl.

G. O. 9 Nov^r, 1872, No 4499.

Nos. 21. 22.

Forwg. Letter from the Offg Secy.
Engr. 3^d Division & Memo. by the
Chief Engr. N.P.W. respecting the
Roads in the Cuddapah Dist.