M.R.O. 1—77,000—6-6-38.

(1) Number of pages 18

(2) Date of repair 29.11-39

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

[illegible] DEPARTMENT.

G.O. No. [illegible]	Press / Mis.
Dated [illegible] 18[illegible]	

11/12

78-79

Not to be folded or roughly handled

Proceedings of the Madras Government, Financial Department,
5th April 1872.

No. 78. Read the following Proceedings of the Board of Revenue, dated 21st March 1872, No. 2136 (Miscellaneous):—

Read the following letter from the President of the Local Fund Board, North Arcot, to the Secretary to the Board of Revenue, dated Chittoor, 28th February 1872, No. 90:—

I have the honour to acknowledge receipt of the Proceedings of the Board of Revenue, dated 16th September 1871, No. 3288 (Miscellaneous), and before I revise the list of tolls to make the following observations on the general question.

2. My list was most carefully considered with reference to our road system as now developed, and to the character of the traffic general or local which passes along it. At the same time I am free to admit that, if it be a condition that every road on which a toll should be established shall be complete, not only as respects formation, but also its masonry works, there is not perhaps in the whole district a single line which will fulfil such requirements.

3. We have three great lines heretofore called trunk roads noted in the margin, but of not of one of these may it be said that the complement of bridges and other masonry works has yet been provided.

Great Western Road from Madras to Cuttack with a branch from Arcot to Chittoor.
Road from Chittoor to Kurnool via Cuddapah and Nundial.
Road from Chittoor to Bombay frontier at Hallal in the Bellary District via Palmanair.

The enclosed list will show what are the principal requirements along these lines; but besides the larger works there described, there are many small culverts required over the numerous ravines which intersect them.

4. For the matter of that there are minor local roads such as the road from Chittoor *via* Poiney to Arcot Railway Station, on that from Chittoor *via* Poiney to Arcot Railway Station, on that from Chittoor to Guriattum, that are for their length as complete in respect of masonry works as are the Great Trunk Lines Nos. X. and XI. to Bellary *via* Palmanair and Punganur and to Cuddapah frontier.

5. If, therefore, the provision of the masonry works is to be the criterion by which the establishment of tolls is to be determined, then there would not be a road in the district which would fulfil the condition for perhaps five years to come. The solitary work in the district which would under such a standard be liable to a toll would be the Vellore Bridge.

6. With these general preliminary remarks, I now proceed to give the information which Government call for in respect to the revised list I now submit for consideration.

7. Item I. *Road from Arnee to Arcot.*—This is one of the two great Railway feeders from the South Palar country, the Poloor and Vellore Road being the other. These two roads tap the four Sub-Divisional Taluqs of Poloor, Wandewash, Vellore, and Arcot and the Arnee Jaghire and are the main approaches to the Railway from the Trinomallai and Gingee parts of South Arcot. These roads with their branches (named in the margin) have been a very costly group, and the annual maintenance now chargeable to Local Fund amounts to Rupees 12,450. On the Arnee line the traffic has at Ranipet a causeway which serves every purpose of a bridge except when the Palar is in flood which it rarely is, and on the Vellore Road there is the bridge over the river which cost nearly a lakh and a half. At this bridge and at the causeway

Arcot to Wandewash, Kannagiem to Arnee, Vellorede to Arcot.

tolls might fairly be established and could not well be evaded. The whole length of either road within district limits is fifty-three and sixty-six miles, respectively.

8. The 2nd item, Road from Kaveripak to Banavaram on the list, might, I think, fall out for the present. This road is purely local, but is a great grain-feeder from the Kaveripak country for the railway.

9. The 3rd item, Road from Ranipet and Wallajahpet to Sholinghur, might likewise stand over for the present. It was entered because there is a considerable pilgrim traffic along it from the Sholinghur Railway Station. A toll at Perumanji would intercept the traffic from the two Railway Stations of Banavaram (Sholinghur) and Amoor (Arcot) Railway Station, but from the former evasion would be easy by a more direct bandy track now much used to the town of Sholinghur. The length of the two roads thus intercepted is five miles and five miles, respectively.

10. 4th item. Road from Chittoor to Amboor (Arcot Railway Station) with branch to Sholinghur, whole length twenty-six miles. Has a causeway over the Poiney River and is bridged throughout. Has had latterly much of the general trade from Cuddapah and Bellary which it divides with the Vellore Trunk Road No. 1. There should be tolls at both points as shown in my list, the one toll clearing the other. At neither point would evasion be practicable.

11. 5th item. Trunk Road No. XL or XVII. should be retained. This is one of the three trunk roads and has a large general and pilgrim traffic. To complete its masonry works four large bridges are required at Chittoor, Mathavaral, Putapet, and near Tiruchchuru. The up-keep of these thirty-one miles of road costs annually Rupees 6,810. Evasion difficult.

12. 6th item. Branch from Putapet to the Tripathi Railway Station. Great pilgrim line with considerable general traffic. Wants bridge over Poiney River and two over Swarnamukki River. The annual maintenance is Rupees 3,720.

13. 7th item. Road from Tripathi Railway Station (Renugunta) to Kalastri and Nellore frontier at Naidupet, should be retained. A great grain and pilgrim line. Has cost from first to last Rupees 60,000, and has an annual maintenance of Rupees 3,500.

14. 8th item, Trunk Road No. III. with Branch No. X. should have tolls at both points indicated in list. Has a very heavy general and local traffic as giving access to Vellore and Arcot Railway Stations.

15. 9th item, Trunk Road No. XVII. Has a very general traffic. I would retain the toll at the foot of Mogili Ghaut, but dispense for the present with the one proposed in the first list to be established at the Government Garden where the Kuppam Road leaves the main line.

16. 10th item. Road from Gudiattum to Palmanair, I would also omit.

17. Sub-Circle Trunk Road No. III. I would only retain two of the four tolls proposed, first at Vellore, second at Amboor.

18. 12th and 13th items. Road from Vellore to Arnee and Polour. The next two items are provided for in the two first arrangements in list as also the road to Arcot *viâ* Trivattore (16th item).

19. 15th item. Road from Wandewash to Conjeveram. The toll should stand over until the road is completed as also the last item in list road from Conjeveram to Poloor.

Submitted to Government who have the budget of 1872-73 before them.

2. It is understood that general instructions are about to be issued on the subject of tolls which will make it unnecessary to review this letter.

(True Copy and Extract.)

(Signed) J. GROSE,
Secretary.

No. 79. ORDER THEREON, 5th April 1872, No. 434.

Ordered to lie over, Government having resolved to refuse sanction to new tolls in 1872-73.

(True Extract.)

(Signed) W. HUDLESTON,
Officiating Chief Secretary.

Ed. J. Wright.

Govt. of [1872] Madras.

FINANCIAL.

Dated April, 5th.

Read. Read.

G. O., 5th April 1872, No. 434.

APRIL.
Nos. 78-79.

Directing that the Proceedings of the Board of Revenue, forwarding letter from the President, Local Fund Boards, North Arcot District, submitting observations on the general question of tolls, do lie over, Government having resolved to refuse sanction to new tolls in 1872-73.

Revised list showing the names of roads and places at which tolls bars proposed to be constructed in the District of North Arcot.

No. of tolls in each class of Roads	Names of roads	Point where tolls are to be constructed	Distance in miles between each Toll	Remarks
25	Road from Arani to Arcot	At Palar river		
1	Road from Chittoor to Amoor (Arcot Railway station) with branch to Sholinghur	At Conney Canseway west bank	13	
	Do	Where road bifurcates to Chittoor & Kattamanchi	10	
	Trunk road No. XI or XVII	At Putteltpettah where road bifurcates to Walajah and Tirupathi	12	
23	Branch from Putteltpettah to the Tirupathi Railway station	At Raniguntah station	41	
26	Road from Tirupathi Railway station (Raniguntah to Kalastry & Vellore frontier at Kayandypettah	At Kalastry	18	
	Trunk road No. III with branch No. X	At Pennathur where joins Vellore road	16	From Palar river
		At Raniguntah where road branches to Chittoor & Palmaner	12	

1. [illegible] to Pu[illegible]
Road of the 1st Class
Chittoor to Tirupathy
via Raniguntah Pennathur
Sholinghur &
Arcot.

Arcot 9th Nov 52

Lt Col Blackburne

Chief Engr &c &c &c

	Trunk road No XLIII	Inverbigham	14	
		Sub Circle		
	Trunk road No VIII	At Tellore	11	From Kunoor
1843	Road from Tellore to	At Amboor	20	
	Arani & Polur - - -	Tellore.	2	
47	Do Wandewash to Ditto	Tanoor	14	From Polur

Do Clerks in my
President
Do Head Clerk
Do Accountant

South Arcot
Collectors Office
Chittoor 29th February 1872

MISCELLANEOUS No. 2136. (6) REVENUE DEPARTMENT.

PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 21st March 1872.

Read the following

No. 90

From J. D. Robinson Esq.
President Local Fund Board,
Nellore.

To, J. Grose Esq.
Secretary to the Board of Revenue
Madras

Sir,

I have the honor to acknowledge receipt of the Proceedings of the Board of Revenue dated 16th September 1871 No. 1795, and before I proceed the last of Tolls to make the following observations on the general question.

2. My first was most carefully considered with reference to our Road system as now developed, and to the character of the traffic general or local which passes along it. At the same time I am free to admit that if it be a condition that every Road on which a toll shall be established shall be complete not only as regards formation but also its masonry works there is not perhaps in the whole District a single line which will fulfil

Sd. J. D. Robinson
President Local Fund Board
Nellore
4th Secretary to the
Board of Revenue
dated 21st March
1872.

Sd. J. Grose
Secy to Board

Sd. Nellore 9/10/72

Sd.

In Fort 5/11/72.

fulfil such requirements.

3. We have three great lines hereto called Trunk Roads noted in the margin, but of not of one of these may it be said that the compliment of bridges and other masonry works has yet been provided.

Great western Road from Chittoor to Madras to Calicut with a branch from Ghat to Chittoor.

Road from Chittoor to Tirunamalai and Cuddapah and Kurnool.

Road from Chittoor to Bangalore & from Chittoor to Kolar.

The enclosed list will show what are the principal requirements along these lines, but besides the larger works there described, there are many small culverts required over the numerous ravines which intersect them.

4. For the matter of that there are minor local Roads such as the Road from Chittoor via Pulivey to Ghat Railway station, or that from Chittoor via Pulivey to Ghat Railway station, or that from Chittoor to Ganattum, that are for their length as complete in respect of masonry works as are the Great Trunk Lines Nos I. & II. to Bellary via Palamanir and Punganur and to Cuddapah frontier.

5. If therefore the provision of the masonry works is to be the criterion by which the establishment of Tolls is to be determined, then there would not be a road in the District which would fulfil the condition for perhaps 5 years to come: the solitary work in the district which would under such a standard be liable to a toll would be the Vellore bridge.

6. With these general preliminary remarks I now proceed to give the information which Government call for in respect to the revised list I now submit for consideration.

1. Road from Ghat to Ghat. This is one of the two great Railway feeders from the South Polar Country, the Vellore Road being the other. These two Roads tap the 4 sub Divisional Talugs of Polour Wandewash, Vellore and Ghat and the Ghat Taluq and are the main approaches to the Railway from the Trinomallai and Gingee parts of South Ghat. These Roads with their branches (named in the margin) have been a very costly group and the annual maintenance now chargeable to Local Fund amounts to Rupees 12,450 on the

† Ghat to Wandewash. Kanampatta to Ghat. Gyatti-vedu to Ghat.

the stone line the traffic has at Ranipet a causeway which serves every purpose of a bridge except when the Palar is in flood which it rarely is and on the Vellore Road there is the bridge over the river which cost nearly a lac and half. at this bridge and at the causeway tolls might fairly be established and could not well be evaded. the whole length of either Road within district limits is 63 and 66 miles respectively.

8. The 2d New Road from Ranipet to Ponnaveram on the list might I think fall out for the present. this road is purely local but is a great grain feeder from the Ranipet country for the Railway.

9. The 3d New Road from Ranipet and Wallajapet to Sholinghur might likewise stand over for the present. It was entered because there is a considerable pilgrim traffic along it from the Sholinghur Railway station. A toll at Perumangi would intercept the traffic from the two Railway stations of Ponnaveram (Sholinghur) and Arcot (Arcot) Railway station but from the former position would be easy by a more direct handy track now much used to the town of Sholinghur. the length of the two Roads thus intercepted is 5 miles and 5 miles respectively.

10. 4th New Road from Chittoor to Arcot (Arcot Railway station) with branch to Sholinghur. whole length 26 miles. Has a causeway over the Poiney River and is bridged throughout. Has had latterly much of the pilgrim traffic from Cuddapah and general trade from Cuddapah and Kollary which it divides with the Vellore Trunk Road viâ. There should be tolls at both points as shown in my list the one toll clearing the other. at neither point would position be practicable.

11. 5th New Trunk Road No XI or XVII. Should be retained. This is one of the three Trunk Roads and has a large general and pilgrim traffic. To complete its masonry works & large bridges are required at Chittoor, Muttaraval, Putalput near Damalcherva.

The

The upkeep of these 31 miles of Road costs annually Rs 6,810. Terrain difficult.

12. 6th Item. Branch from Pitapit to the Tirpathi Railway Station.- Great pilgrim line with considerable general traffic. Wants bridge over Pennej River and two over Swarnamukhi River. The annual maintenance is Rs 3,730.

13. 7th Item. Road from Tirpathi Railway Station (Renigunta) to Kalasti and Nellore frontier at Naidupet.—

Should be retained. A great grain and pilgrim line. Has cost from first to last Rs 67,000 and has an annual maintenance of Rs 3,500.

14. 8th Item. Trunk Road No III with — branch No I. — Should have tolls at both the points indicated in list. It has a very heavy general and local traffic as giving access to Vellore and three Railway Stations.

15. 9th Item Trunk Road No I & III — Has a very general traffic. I would retain the toll at the foot of Ellagiri ghaut but dispense for the present with the one proposed in the first list to be established at the Government Garden where the Kuppam Road leaves the main line.

16. 10th Item. Road from Gudiatham to Palamaner. I would also omit.—

17. Last Cuddapah Trunk Road No III. I would only retain two of the four tolls proposed 1½ at Vellore. 2½ at Chittoor.

18. 12th & 13th Items. Road from Vellore to Chittoor and Polore. — The next two items are provided for in the two first arrangements in list as also the Road to Arcot via Tiruvattore (16th Item).

19. 15th Item Road from Wandewash to Conjeeveram. The toll should stand over until the Road is completed as also the last item in list Road from Conjeeveram to Polore.—

Have &c
J. D. Robinson
President L. F. Rd.

Chittoor 28th January 1872.

Submitted to Government & the Board who have the budget of 1872-73 before them.

2. It is understood that general instructions are about to be issued on the subject of tolls which will make it unnecessary to review this letter.—

True Copy & Extract

J. Gyle
Secretary

To the Chief Secretary to
Government
Financial Department
with 2 enclosures.—

Ed Maughan
Capt & Asst Engr

Finl. 1872 Dept.

PROCEEDINGS OF THE BOARD
OF REVENUE.

No. 574

Dated 21st March 1872.
Despatched 21 " "
Received 22 " "
[illegible]

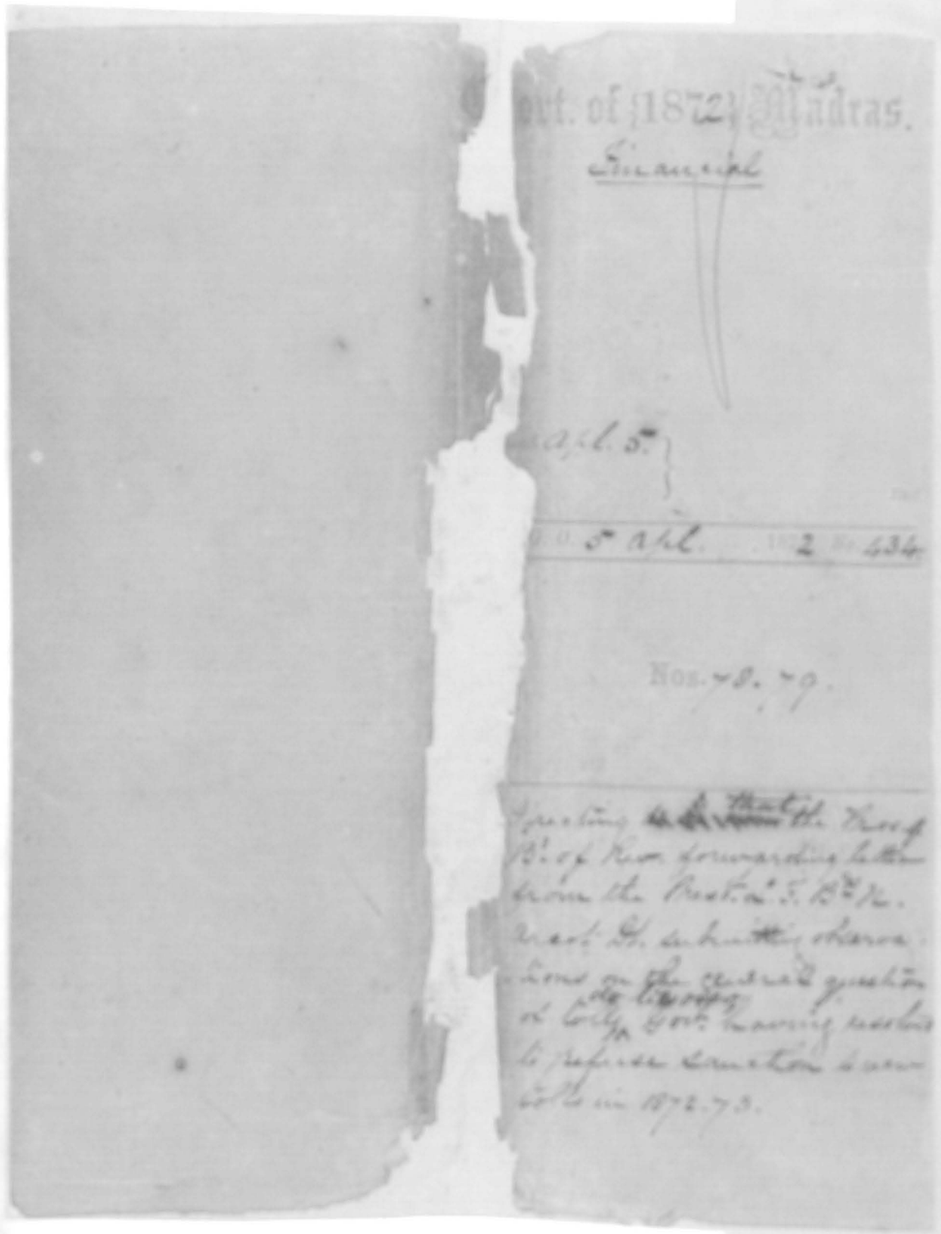
Forwarding letter from President of Local Fund Board, North Arcot Dist., submitting observations on the general question of tolls

[illegible] an Order

Returned to the [illegible], Govt. having [illegible] 1872-3.

[illegible]

c23/3/72


rt. of 1872 Madras.

Financial

a.c.l. 5.

5 ark. 2 No 434

Nos. 78. 79.

Forwarding to the Govt of Ind. Copy of Rep. forwarding letter from the Board of Rev. Madras, Board of Rev. submitting observations on the several questions of City Govt having reference to proposed enactment drawn up in 1872-73.