M.R.O. 1—77,000—8-6-31.

(1) Number of pages 12

(2) Date of repair 24.11.39

(3) Initials of the Repairer 4

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No.	468.	Press / Mis.
143-144.		
Dated	6-4-	1892.

143-144 7/8

Not to be folded or roughly handled

Proceedings of the Madras Government, Financial Department,
6th April 1872.

No. 143. Read the following Proceedings of Government, Public Works Department.

Passing orders on correspondence relative to the re-construction of the road between Malliempolliem and Coodoomoody in the Coimbatore District. } (Dated 8th March 1872, No. 639.)

No. 144. ORDER THEREON, 6th April 1872, No. 468.

The road in question was in fact destroyed by the act of the Government in taking up parts of it for the line of rail. That the interruption is a serious injury to the villagers affected cannot be questioned in the face of the Collector's report.

2. As the liability to re-construct the road clearly rests on Government, and not on the Local Fund, the Government resolve to make a special grant of Rupees 14,000 from Provincial Funds to the Local Fund of the Northern Coimbatore Circle, in which it is situated, for the work in question, and to direct the Collector of Coimbatore, as President of the Local Fund Board, to cause immediate arrangements to be made for carrying it out as speedily as possible.

(True Extract.)

W. HUDLESTON,
Officiating Chief Secretary.

To the Public Works Department.
,, Board of Revenue.
,, Revenue Department.
,, President of the Local Fund Board, North Coimbatore Circle.
,, Accountant-General.

Encl. J. H. Burns.

Govt. of (1872) Madras

FINANCIAL.

To The Board of Revenue, &c. &c.

Dated April, 69.

Rcd.

G. O., 6th April 1872, No. 468.

APRIL.
Nos. 143-144.

Sanctioning a grant from Provincial Funds of the Local Fund of the North Coimbatore Circle, for the reconstruction of the road between Malliampolliem and Coodoomoody, and directing the Collector to make arrangements for the work being speedily completed.

Proceedings of the Madras Government, Public Works Department, 8th March 1872.

Read the following papers :—

No. 163. Proceedings of the Board of Revenue, dated 7th December 1871, No. 4,950.

From the Collector of Coimbatore, to the Acting Secretary to the Board of Revenue, dated 31st October 1871, No. 269.

When the Great Southern of India Railway was being constructed from 1864, my predecessor addressed the Superintending Engineer on the 12th September 1865, as follows :—

"A portion of this road (a village road leading from Malliempolliem to Coodoomoody between Erode and Caroor) will be destroyed by the railway, which will pass along and over its site, thereby putting the villagers to very great inconvenience. It will now become necessary that a new line of road be determined on, and that an estimate for its construction be at once drawn up for the sanction of Government. It will not do to allow the traffic to be abruptly put a stop to, to the inconvenience of the agriculturists and merchants of that part of the country."

An estimate of Rupees 14,030 was made ; in Government Order, Public Works Department, No. 1,489 of 8th May 1866, the estimate was not sanctioned ; it was observed that the old village road was apparently very little used, and that its construction might be deferred to a more favourable time.

2. The road in question is between Malliempolliem from the north to Coodoomoody to the south, and passed through nine villages* or hamlets, whose names, population, beriz, and road cess are given in the margin ; for practical purposes this village road has been destroyed by the railway.

* 1. Malliempolliem.
2. Coolanelly.
3. Coottapolliem.
4. Caranampolliem.
5. Oonjaloor.
6. Sottyoor.
7. Cassipolliem.
8. Vengumboor.
9. Coodoomoody.

Total...	Population	... 12,419
	Beriz ...	... 35,079
	Road Cess	... 2,192

3. What is wanted is that the bandy track should be rendered passable as before. Subjoined are extracts of a letter to my address from the officer in charge of the division, dated 12th March 1869, and from letter from Range Officer, dated 9th September 1869.

From the Assistant Collector—"I have the honour to return, herewith, a petition from certain inhabitants of Vengumboor and Oonjaloor, complaining that the direct communication by bandies between their own and other villages on the same side of the Great Southern of India Railway has been put a stop to by that line of rail crossing and re-crossing the road which used to connect them. I also enclose Urzee Nos. 30 and 38 of the Perindorai Tahsildar reporting upon the same.

"2. The connecting road to which petitioners refer was formerly the high road from Erode to Trichinopoly, and from my own observation, when recently inspecting the line, I can state that this road is continually cut. * * * * *

"3. Petitioners pay road cess and are fairly entitled to some consideration. * * * * *

"4. The Assistant Collector then in charge, in a letter to the Collector dated 8th September 1865, gave it as his opinion that, if the road be entirely

given up, 'such a course will have the effect of putting an entire stop to bandy traffic between the above-mentioned villages,† and will in this way inflict very substantial injury upon their inhabitants.' Notwithstanding this the road was abandoned, and thence the present complaint from two of the villages named by him."

† Coodoomoody, Vengumboor, Oonjaloor, and Coolanelly.

From the Caroor Range Officer—"I am unable to ascertain from the office records what diversions are alluded to in the 2nd paragraph of your memorandum under answer, but as I believe they refer to that portion of the old public road between Malliempolliem and Coodoomoody, *via* Vengumboor and Oonjaloor, for which an estimate amounting to Rupees 14,030 was prepared by Lieutenant Morris for connecting the road at those places taken up by the Great Southern of India Railway, I beg to state that I have inspected the disconnected road all along the line and nothing whatever has been done to connect the detached portions.

"The villages from Malliempolliem to Coodoomoody on the western side of the Cauvery, between the railway and that river, have now no village road; they are unable to communicate with the main road from Erode to Caroor on the upper side of the Calingaroyen channel, or with any railway station by cart although a railway passes through the centre of their land.

"A belt of land between the railway fence and the nunjah fields has been left at these places where the old road has been taken for the railway, evidently with a view to the road being re-made here, but this ground is impassable for carts; there are numerous crossings provided with gates, but meant only for passenger traffic.

"When it is considered that the whole of the lands belonging to those villages are under the Calingaroyen, adjoining the Cauvery, and therefore highly cultivated, it must cause the villagers great inconvenience, and be a source of irritation if (as I suppose) they pay the road cess."

4. When the railway destroys an existing means of communication it makes provision for restoring the same.

5. Correspondence has gone on for eight years, but nothing has been done.

6. The question is by whom should this road be restored.

7. I do not think that this work should be paid from the local taxation of the district, but that the Railway Company are fairly chargeable therewith.

8. The road cess levied from the agricultural population has enough to do to keep in repair existing roads, but cannot suffice to restore roads destroyed by another department.

9. Every damage to existing interests is most scrupulously assessed and paid for whether these interests are small or great; the good faith and honour of our administration are greatly concerned therein. As the representative of the interests of the local people, I would respectfully submit for the re-consideration of Government the enclosed* survey and estimate for the re-construction of the destroyed village road.

* Survey in six parts	... ...	... 6
Specification	.. ..	... 1
Estimate ...	... ...	... 1
		8
Another survey of the village road		... 1
		9

ENCLOSURES Nos. 1 to 7.—Survey in seven parts.

ENCLOSURE No. 8.—Specification.

ENCLOSURE No. 9.—Estimate.

SUBMITTED for the favourable consideration of Government. The Board entirely agree with the Collector that the work described should not be thrown on local rates.

TRANSFERRED to the Public Works Department (Railway).

(Signed) W. HUDLESTON,
Secretary to Government, R.D.

16*th December* 1871.

REFERRED to the Consulting Engineer for Railways with a view to his reporting, in communication with the Railway authorities, on the question of the liability of the Company to bear the cost of restoring the line of communication which the Railway has destroyed.

(Signed) J. CARPENDALE, Colonel, R.E.,
Secretary to Government, P.W.D.

FORT ST. GEORGE,
19*th December* 1871.

No. 163A. From the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 27th January 1872, No. 42.

I HAVE the honour in reply to your endorsement of the 19th ultimo on Revenue Board's Proceedings No. 4,950, dated 7th December 1871, to offer the following remarks as to the liability of the Great Southern of India Railway Company to re-construct the old road occupied by the line between the villages of Malliempolliem and Coodoomoody.

2. It appears from the records that the Chief Engineer of the Railway Company in submitting trial sections of two alternative lines recommended that subsequently adopted on account of its being the most economical as regards the land to be taken up, and suggested that a bandy track at the foot of the embankment would serve local interests.

The Deputy Consulting Engineer in endorsing the Chief Engineer's recommendation stated that the road was little used, and that if the bandy track were made the villages would be better off than before.

The Government in their Order No. 416, 5th July 1864, referred "the suggestion that a road should be constructed by Government" to the Department of Public Works. An estimate was called for in G. O., No. 2,021, of 13th July 1864, and in course of time submitted to Government, who in their Order No. 1,489 of 8th May 1866, remarked that as the old village road, which the line now contemplated is to replace, was apparently very little used, they are of opinion that the construction of the latter may be deferred to a more favourable time.

3. It would seem from this correspondence that at the time of the construction of the Railway no idea of liability on the part of the Company to replace the road was entertained by the Government or the District Officers, and inasmuch as the Government give the land to be occupied by a railway to the Company free of charge, the economy resulting from the abandonment of the road benefited the Government rather than the Company.

4. The Agent does not acknowledge any claim towards the cost of restoring the line of communication, and I fail to see how it can be pressed against the Company.

No. 164. ORDER THEREON, 8th March 1872, No. 639.

CIVIL WORKS, No. 6.

For the reasons urged by the Consulting Engineer the Government concur with that officer in the opinion that the Railway Company cannot fairly be required to restore the communication which the Railway has destroyed between Malliempolliem and Coodoomoody in the Coimbatore District, and if the want of a road be more felt now than it was at the time that the estimate for its formation was framed, when it was stated that the road was very little used, and it will rest with the Local Fund Board to determine this point, the question of providing funds for the work will be considered in the Financial Department.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Acting Consulting Engineer for Railways.
" Board of Revenue.
" Financial Department.
" Revenue do.

Ed. E. C. Stanier.

Pub. & Transl. 1872 Sept. Nos. 163-164 with 9 enclosures in connexion.
& Trans. 1868 Nos. 234-235 Sept.

Financial 1872 Sept.

Govt. of {1872} Madras.

PUBLIC WORKS.

To

THE ACTING CONSULTING ENGINEER

for RAILWAYS.

&c; &c., &c.

Dated March 8th, 1872

Read. — — 12. 3 1872 716

G. O., 8th March 1872, No. 639.

No 483

MARCH

Nos. 163-164

Govt. April 72 Nos. 143-144

Road between Malliempellem and Coodoomoody.—Passing orders on correspondence relative to the re-construction of the road between Malliempellem and Coodoqmoody in the Coimbatore District.

Pub. & Trans. 1872 Sept. Nos. 163-164

X
9

Financial Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following ~~letter~~ Proceedings of Government Public Works Department, dated 8 March 1872. No 639.

Ordered thereon. 6 April 1872 No 468.

The road in question was in fact destroyed by the act of the Government in taking up parts of it for the line of rail. That the interruption is a serious injury to the villagers affected, cannot be questioned in the face of the Collector's report.

2 As the liability to reconstruct the road clearly rests on Government, and not on the Local Fund, the Government resolve to make

a special grant of Rs. 14,000 from Provincial funds to the Local Fund of the Northern Coimbatore circle in which it is situated for the work in question, and to direct the Collector of Coimbatore as President of the Local Fund Board to cause immediate arrangements to be made for carrying it out as speedily as possible.

7th Postal Pro 10

To
The Public Works Department
" Board of Revenue
" Secretary to Government
" President of the Local Fund
N. Coimbatore
" Accountant General

Roads
Irrigation

Govt. of {1872} Madras.

Financial

To

The Board of Revenue.
Jea

Dated Apl. 6 } 1872, No. 468.
Recd.

Nos. 143. 144.

Sanctioning a grant from Provl. funds to the L. F. of the Northern Coimbatore Circle for the reconstruction of the road between Malliem Pollam & Coorboomoody & directing the Collr to make arrangements for the work being speedily completed