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MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 577 Press Mis.

335-336.

Dated 30—4— 1872.

9/10

335 - 336

Not to be folded or roughly handled

Proceedings of the Madras Government, Financial Department,
30th April 1872.

No. 335. Read the following letter from Captain J. VERTUE, R. E., Acting Superintending Engineer, 5th Division, to the Secretary to Government, Public Works Department, Fort St. George, dated Cuddalore, 6th April 1872, No. 6 :—

I have the honour to submit, for the information of Government, a copy of a letter which I lately addressed to the Collector of South Arcot.

2. This I do as it seems very probable the Collector will shortly leave the district, and very probably the subject, which I think a very important one, will be allowed to drop.

3. Unless the road is to be constructed partly, or wholly, from Imperial Funds, it is almost certain this will be the case, as the funds at the disposal of the Local Fund Board are quite inadequate to maintain all the roads in this district, many of which have therefore—so far as maintenance grants are concerned—been left out of this year's budget.

From Captain J. VERTUE, R. E., Acting Superintending Engineer, 5th Division, to the Collector of South Arcot, dated Cuddalore, 23rd March 1872, No. 209.

I have the honour to bring to your notice the road partially constructed between Merkanum and Pondicherry, its present state, and future if completed, as I believe there is no provision for the work in the Local Fund Budget of next year, and indeed if I understood you rightly, the Local Fund Board have decided not to carry on this road to completion.

2. The original estimate was prepared by order of Government after a review of Mr. Clarke's Report on the salt pans of South Arcot, and amounted to 61,000 Rupees. Subsequently a gravel quarry was found at the Pondicherry end of the line, which, by lessening the distance of cartage to a portion of the line, enabled the estimate to be reduced to 49,000 Rupees. This estimate was submitted to Government on 15th December 1866. In sanctioning the estimate, G. O., No. 80, of 10th January 1867, Government remark that it had been considered the line could not be constructed for less than one lakh of Rupees, but that the importance of the line would have fully justified such an expenditure.

3. Five miles of the road have now been completed, and three more, making eight in all, will be completed by the end of this official year for a total of about 23,000 Rupees, leaving eleven miles still incomplete. The Range Officer states that he will complete the road next year if funds are provided. The expenditure up to the end of this official year will be about 23,000 Rupees, leaving a balance of 26,000 Rupees for completion.

4. I would, in the strongest terms, urge the immediate completion of this road. If it be left incomplete, 23,000 Rupees will have been almost entirely thrown away, for the eleven incomplete miles are through such heavy sand as to render any increase of traffic almost hopeless, unless the road be completed.

5. The daily average of traffic (principally salt to Pondicherry) was, in 1866, ninety-four carts, and it is stated to be the same now. There is no doubt that at one time the coast route was the great line of traffic ; did any doubt exist on this point, the numerous and very extensive choultries and stone tanks all along the line would be sufficient to prove it.

6. This route has many advantages. Water is to be had everywhere in plenty and close to the surface, and the country is well-wooded and shaded, not only with palmyras and cocoanut trees, but also with enormous tamarind and other trees.

7. The grain produced seems principally of the kind called officially inferior food grains, producing a very poor return, and a little paddy, which, unless heavily manured with indigo refuse, is also very poor ; any attempt to make this a grain-producing country is totally out of the question, and it would be far more profitable to import food grain from other quarters, and utilize the soil for the growth of the productions for which it is eminently suited. Chief of these are the palmyra, cocoanut, palm, and cashew-nut tree, all of which may be grown to any extent at

small cost, also valuable timber trees, and last, but not least, the casuarina for the production of which the soil is admirably suited.

8. There are along the coast thousands of acres, which do not return one rupee to Government, covered with sand, in which nothing else will grow, but which are admirably suited for the growth of this tree.

9. The proposed Carnatic Railway is, I believe, to have a station at Tindevanum. How is this line to be supplied with fuel. The nearest point to Tindevanum from which it can be at present obtained is twenty miles distant, but the supply is small, and being rapidly cut down. By the time the Railway is constructed it is possible that the distance may be doubled, the more so as much of the fuel now cut and sold is far too small for Railway fuel. I cannot, therefore, but think that, as fuel reserves for the Railway, the lands to which I allude have great value and significance.

10. Even as regards Pondicherry alone, the person who first comes into the field and acquires a compact piece of ground in the neighbourhood on which to grow fuel for its supply will make a very large fortune.

11. The town is now principally supplied from jungles in the neighbourhood of Cingee, nearly 50 miles distant. The daily supply is 150 cart-loads which sell in Pondicherry I am informed for 5 Rupees each. Say that this supply might be grown within an average distance of 10 miles ; there will be the saving of 40 miles in carriage, equivalent at only 1 Anna per mile (a low estimate) to Rupees 2-8-0 per cart-load, all, or nearly all of which would go into the pockets of the enterprising speculator, for the expenses of casuarina planting are small, cattle will not touch it, the timber as fuel is far superior to common jungle-wood ; and the rupee per bandy-load now levied by jungle conservancy would be saved. The land would, I presume, be given *for such purpose* rent free for twenty years ; it is, therefore, no exaggeration to say that such an enterprise would produce a clear profit of 375 Rupees per day, or about 1¼ lakhs of Rupees per annum ; and, taking into consideration the interest on capital expended before the plantations come into full bearing, and allowing for expenses one Rupee per bandy-load, being the amount now levied by jungle conservancy, it seems no exaggeration to say that the ultimate net profit will be one lakh of Rupees per annum.

12. The quantity of salt now supplied from Merkanum to Pondicherry is, I believe, 360 garce (43,200 Bengal Maunds), but this is I imagine all for home consumption ; there seems no reason why there should not be a large sea-borne trade in salt were the communication good between the pans and Pondicherry.

13. From what I have stated, I think it will be conceded that there might be a very large carrying traffic in products for which the land is admirably suited, augmented by the imports of grain for the food of the population, whose attention should be directed to what will profit them enormously, to the relinquishment of what now yields a very miserable return.

14. In fine, should the resources of this tract of country be fully developed, I anticipate an enormous traffic between Merkanum and Pondicherry, and think the speedy completion of the line a matter of very great importance.

15. The only thing that can be urged against it is the cost of maintaining it. Owing to the distance of carriage of gravel this will not be less than 300 Rupees per mile. Had the line not been so far advanced, I think it would have been worthy of very serious consideration whether it would not be advisable to construct a tramway of the cheapest kind from the Railway at Tindevanum *via* Merkanum to Pondicherry ; even now I think the suggestion worthy the consideration of the Railway Company.

16. As having some connexion with the subject of this, I may mention that all the roads about Merkanum are in beautiful order, and that there is a very good road from Tindevanum to Merkanum, the first 11 miles of which will be further improved from next year's maintenance.

Transferred to the Financial Department.

FORT ST. GEORGE,
11*th April* 1872.

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

Proceedings of the Madras Government, Financial Department,
30th April 1872.

No. 336. ORDER THEREON, 30th April 1872, No. 597.

The foregoing letter will be referred to the Board of Revenue for their remarks, and for those of the Local Fund Board of the Cuddalore Circle, to be submitted as early as possible.

2. The Government concur with Captain Vertue as to the importance of the road from Merkanum to Pondicherry. It is a work to a great extent special, and th Government will be prepared to entertain favourably proposals from the Local Fund Board for arranging for the completion of the work either by transfers in 1872-73 or allotments in 1873-74. Should they do so, they would be entitled to expect a special grant from Provincial Funds for the work in the current year.

3. The special attention of the Board of Revenue is called to the statement that many of the roads in South Arcot are without maintenance grants. When Rupees 9,453 are allotted for new works, this should not be.

4. The Conservator of Forests will take into consideration Captain Vertue's remarks on the special facilities for raising fuel plantations on the line of road.

(True Extract.)

Officiating Chief Secretary.

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

Exd. J. Wright.

Govt. of (1872) Madras.

FINANCIAL.

To THE BOARD OF REVENUE,
&c., &c., &c.

Dated April, 30th.
Recd.

G. O., 30th April 1872, No. 597.

APRIL.
Nos. 335-336.

Forwarding, for remarks, letter from the Acting Superintending Engineer, 5th Division, as to the importance of completing the road partially constructed between Merkaum and Pondicherry.

Supp: Engrs: Office, 5th Divn,
Cuddalore, 23d March 1872.

From,

The Acting Superintending Engineer,
5th Division.

To,

The Collector of
South Arcot.

Sir,

I have the honr to bring to your notice the Road partially constructed between Merkaum and Pondicherry, its present state, and future if completed, as I believe there is no provision for the work in the Local Fund Budget of next year, and indeed if I understood you rightly, the L. F. Board have decided not to carry on this Road to completion.

2. The original Estimate was prepared by order of Government after a review of Mr. Clarke's Report on the Salt Pans of South Arcot and amounted to 61,000 Rupees. Subsequently a gravel quarry was found at the Pondicherry end of the Line, which by lessening the distance of cartage to a portion of the Line, enabled the Estimate to be reduced to 49,000 Rupees. This Estimate was submitted to Govern= =ment on 15th December 1866. In sanctioning the

the Estimate G. O. No. 80 of 10th January 1867, Government remark that it had been considered the Line could not be constructed for less than 1 Lac of Rupees, but that the importance of the Line would have fully justified such an expenditure.

3. 5 miles of the Road have now been completed, and 3 more making 8 in all will be completed by the end of this Official year for a total of abt 23,000 Rupees, leaving 11 miles still incomplete. The Range Officer states that he will complete the Road next year if funds are provided. The expenditure up to the end of this Official year will be abt 23,000 Rupees, leaving a balance of 26,000 for completion.

4. I would in the strongest terms urge the immediate completion of this Road. If it be left incomplete, 23,000 Rs: will have been almost entirely thrown away, for the 11 incomplete miles are through such heavy sands as to render any increase of traffic almost hopeless, unless the Road be completed.

5. The daily average of Traffic (principally salt to Pondicherry) was in 1866 - 94 carts, and

it is stated to be the same now. There is no doubt that at one time the coast route was the great Line of Traffic; did any doubt exist on this point, the numerous and very extensive chaultries and Stone Tanks all along the Line would be sufficient to prove it.

6. This route has many advantages. Water is to be had every where in plenty and close to the surface and the country is well wooded and shaded, not only with Palmyras and Cocoanut Trees, but also with enormous Tamarind and other Trees.

7. The grain produced seems principally of the kind called officially "inferior food grains", producing a very poor return, and a little Paddy, which, unless heavily manured with Indigo refuse is also very poor, any attempt to make this a grain producing country is totally out of the question, and it would be far more profitable to import food grain from other quarters, and utilize the soil for the growth of the productions for which it is eminently suited. Chief of these are the Palmyra, Cocoanut, Palm and Cashew Nut Tree, all of which may be grown to any extent at small cost, also valuable Timber Trees, and last, but not least, the Casuarina, for the

production

production of which the soil is admirably suited.

8. There are along the coast thousands of acres, which do not return one rupee to Government, covered with sand, in which nothing else will grow, but which are admirably suited for the growth of this tree.

9. The proposed Carnatic Railway is I believe to have a Station at Tindevanum. How is this Line to be supplied with Fuel. The nearest point to Tindevanum from which it can be at present obtained is 20 miles distant, but the supply is small and being rapidly cut down. By the time the Railway is constructed it is possible that the distance may be doubled, the more so as much of the Fuel now cut and sold is far too small for Railway Fuel. I cannot therefore but think that as Fuel Reserves for the Railway, the lands to which I allude have great value and significance.

10. Even as regards Pondicherry alone, the person who first comes into the field and acquires a compact piece of ground in the neighbourhood on which to grow Fuel for its supply will make a very large fortune.

11 The

11. The town is now principally supplied from Jungles in the neighbourhood of Gingee, nearly 50 miles distant. The daily supply is 150 Cart loads which sell in Pondicherry I am informed for 5 Rs. each. Say that this supply might be grown within an average distance of 10 miles - there will be the saving of 40 miles in carriage, equivalent at only 1 anna per mile (a low estimate) to 2.8.0 per Cart load, all, or nearly all of which would go into the pockets of the enterprising Speculator, for the expenses of Casuarina Planting are small, Cattle will not touch it, the Timber as fuel is far superior to common Jungle-wood, and the Rupee per bandy-load now levied by Jungle Conservancy would be saved. The land would I presume be given for such purpose rent free for 20 years; it is therefore no exaggeration to say that such an enterprise would produce a clear profit of 375 Rs per day, or abt 1¾ Lacs of rupees per annum, and taking into consideration the interest on Capital expended before the plantations come into full bearing, and allowing for expenses 1 Rupee per bandy-load - being the amount now levied by

by Jungle Conservancy, it seems no exaggeration to say that the ultimate net profit will be 1 Lac of Rupees per annum.

12. The quantity of salt now supplied from Merkaumm to Pondicherry is I believe 360 garce (43,200 Bengal maunds), but this is I imagine all for home consumption; there seems no reason why there shd not be a large sea-borne trade in salt, were the communication good between the Pass and Pondicherry.

13. From what I have stated, I think it will be conceded that there might be a very large carrying traffic in products for which the land is admirably suited, augmented by the imports of grain for the food of the population, whose attention should be directed to what will profit them enormously, to the relinquishment of what now yields a very miserable return.

14. In fine shd the resources of this tract of country be fully developed, I anticipate an enormous traffic

traffic between Merkaumm and Pondicherry, and think the speedy completion of the Line a matter of very great importance.

15 The only thing that can be urged against it is the cost of maintaining it. Owing to the distance of carriage of gravel this will not be less than 300 Rs per mile. Had the Line not been so far advanced, I think it would have been worthy of very serious consideration whether it would not be advisable to construct a Tramway of the cheapest kind from the Railway at Tinderaumm - via Merkaumm to Pondicherry; even now I think the suggestion worthy the consideration of the Railway Company.

16. As having some connection with the subject of this, I may mention that all the Roads about Merkaumm are in beautiful order, and that there is a very good road from Tinderaumm to Merkaumm, the first 11 miles of which will be further improved from next

years

years maintenance.

I have &c.
(Signed) J. Vetue Captn, R.E.
Actg: Supy: Engineer, 5th Div.

(True Copy)

James Vetue Captn, R.E.
Actg: Supy: Engineer, 5th Div.

S.O. No. 597-730 30th April 1872.

Copy of Correspondence noted in Letter from Depy: Secy: to Govt: dated 6th April 1872 from the Actg: Supy: Engr: 5th Div., to the Secretary to Govt: D.P.W.

(True Copy)

A. Paul 7/22

No. 6

Supy: Engrs: Office, 5th Div.
Cuddalore 6th April 1872.

From

The Actg: Supy: Engineer,
5th Division.

To

The Secretary to Government
D.P.W.

Sir,

I have the honor to submit for the information of Government, a copy of a letter which I lately addressed to the Collector of South Arcot.

Enclosure 1. / Copy of letter.

2. This I do as it seems very probable the Collector will shortly leave the District, & very probably the subject, which I think a very important one, will be allowed to drop.

3. Unless the Road is to be constructed partly, or wholly, from Imperial Funds, it is almost certain this will be the case, as the Funds at the disposal of the Local Fund Board are quite inadequate to maintain all the Roads in this District, many of which have therefore - so far as maintenance grants are concerned - been left out of this years Budget.

I have the honor to be
Sir,
Your most Obedt: Servant

James Vetue Captn R.E.
Actg: Supy: Engineer, 5th Divn.

Financial Department.

PROCEEDINGS of the **MADRAS GOVERNMENT.**

Read the following letter from the Superintending Engineer 5th Division through the Public Works Department dated 6th April 1872 No. 6.

Order thereon No. 597. 30 April 1/72

The foregoing letter will be referred to the Board of Revenue for their remarks and for those of the Local Fund Board of the Cuddalore Circle, to be submitted as early as possible.

2. The Govt. concur with Captain Virtue as to the importance of the road from Merkanum to Vondicherry. It is a work to a great

great

Financial Department.

Read the following letter from the Superintending Engineer 5th Division through the Public Works Department dated 6th April 1872 No. 6.

Order thereon No. 597. 30 April 1872

The foregoing letter will be referred to the Board of Revenue for their remarks and for those of the Local Fund Board of the Cuddalore Circle, to be submitted as early as possible.

2. The Govt. concur with Captain Virtue as to the importance of the road from Merkanum to Vondicherry. It is a work of great extent of which the Govt. will be pleased to entertain favorably proposals from the Local Fund Board for arranging for the completion of the work either by transfer in 1872-3 or allotment in 1873-4; wholly they would be entitled to expect a special grant from Provincial funds for this work in the current year.

3. The Special attention of the Board of Revenue is called to the statement that many of the roads in S. Arcot are without maintenance grants. When Rs. 9,45,000 are allotted for new works, this ought not be.

No. 597.

To the Secy. to Govt. P.W.D.

Dated 6th April 1872.
Rec'd. 9th " "
No. 6

Sanctioned & the Estimate & Statement returned.

Sd/- [illegible]
Secy. to Govt.

Sd/- [illegible]
Asst. Secy.

Sd/- [illegible]
Under Secy.

Sd/- [illegible]
Secy. to Govt.

Sanctioned & the Estimate returned.

Sd/- [illegible]
Secy. to Govt.

Sd/- [illegible]
Asst. Secy.

Sd/- [illegible]
Under Secy.

Sd/- [illegible]
Secy. to Govt.

Rec'd. 18th April 1872. Despatched 30th April 1872 No. 335

No. 1728.

From
The Superintending Engineer,
5th Division.

To
The Secretary to Government,
Public Works Department.

Dated 6th April 1872.

Sir,

Read letter from Madras, No. 1722, dated 5th April 1872, forwarding copy of letter addressed to the Collector of Arcot, requesting the superintendence of Captain Virtue for the completion of the Road Cuddalore to Vondicherry and to report.

I have the honor to report that I have visited the road from Merkanum to Vondicherry, and have the honor to submit the following remarks.

The road is in a very bad state, and is impassable for carts during the rains. It is a work of great importance, and should be completed as soon as possible. The Bridges are all in a very bad state, and require repairing. The road is in a very bad state, and is impassable for carts during the rains. It is a work of great importance, and should be completed as soon as possible. The Bridges are all in a very bad state, and require repairing.

The foregoing letter will be referred to the Board of Revenue for their remarks & for those of the Local Fund Board of the Cuddalore circle, to be submitted as early as possible.

2. The Govt. concur with Capt. Virtue as to the importance of the road from Merkanum to Vondicherry. It is a work of great extent of which the Govt. will be pleased to entertain favorably proposals from the Local Fund Board for arranging for the completion of the work either by transfer in 1872-3 or allotment in 1873-4; wholly they would be entitled to expect a special grant from Provincial funds for this work in the current year.

3. The Special attention of the Board of Revenue is called to the statement that many of the roads in S. Arcot are without maintenance grants. When Rs. 9,45,000 are allotted for new works, this ought not be.

If we grant them Rs 100000 this year the remainder of the 16,000 yearly by transfer in 72-3 & yearly allotment in 73-4. The Cuddalore scarcely 1/2 its due in the distribution of the Local Fund

great extent special and the Govt will be prepared to entertain favorably proposals from the Local Fund board for arranging for the completion of the work either by transfers in 1872-3 or allotment in 1873-4. ~~unless~~ should they do so, they would be entitled to expect a special grant from Provincial funds for the work in the current year.

3. The special attention of the Board of Revenue is called to the statement that many of the roads in S. Arcot are without maintenance grants. When Rs. 9453 are allotted for new works, this should not be.

4. The Conservator of Forests will take into consideration Captain Vertue's remarks on the special facilities

This is not done. Such does "Survey" upon it.

A/S.

17

facilities for raising fuel ~~from~~ ~~Forests~~ on the line of road.

To
The Board of Revenue.
Revenue Department.
Public Works ——— do ———

Govt. of {1872} Madras.

Financial

To

The Board of Revenue.

Dated Apl. 30
Recd. } 1872, No. 577

Nos. 335. 336.

Forwarding for remarks letter from the Sy. Supt. Engr. 5th Div. as to the importance of completing the road partially constructed between Perkamum and Pondicherry.