M.R.O. 1—77,006—8-6-37.

(1) Number of pages 18

(2) Date of repair 17-6-40

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Commercial DEPARTMENT.

G.O. No. 1037	Press / Mis.
178-179	178-179
Dated 20-6	1876.

10/11

Not to be folded or roughly handled

Proceedings of the Madras Government, Financial Department, 20th June 1874.

No. 178. Read the following Proceedings of the Board of Revenue, dated 29th May 1874, No. 3557 (Miscellaneous):—

Read the following letter from W. S. FOSTER, Esq., President of the Local Fund Boards, Godavery District, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Cocanada, 28th April 1874, No. 32:—

In reply to the Order of Government, dated 11th March 1874, Financial Department, No. 404, communicated with the Revenue Board's endorsement, dated the 24th of that month, No. 1980 (Miscellaneous), I have the honour to forward the accompanying original letter, No. 112, dated 13th April, received from the District Engineer, giving explanation on the necessity for gravelling the roads alluded to in the Government Order under reply.

2. The roads are, as the District Engineer has stated, impassable for bandies for more than two-thirds of the year, and it is, therefore, very necessary to gravel them so as they may always be available for bandy traffic.

From Lieutenant-Colonel J. F. FISCHER, R.E., District Engineer, Godavery District, to W. S. FOSTER, Esq., President of the Local Fund Boards, Godavery District, dated Dowlaiswaram, 13th April 1874, No. 112.

I have the honour to return the enclosure of your letter of the 10th instant, No. 89, and to request that I may be furnished with the points on which the Revenue Board desire to have fuller explanations. I did not like to go into the first elementary principles for which roads are made, assuming that the Board were not ignorant of them. I mentioned the fact that the roads were in existence as mere mud banks, and consequently impassable for bandies for more than two-thirds of the year in such a locality as the Delta. I may now add that the Local Fund Boards of both circles had agreed, almost unanimously, that their present condition was almost a nuisance, and a great hinderance to trade and traffic; that it was advisable to remedy such a state of affairs as soon as possible, by gravelling the roads; that both Circle Boards had agreed, almost unanimously, to raise the cess to perfect the means of communications without further loss of time; that the cost of transport for traction is forty per cent. less on gravelled roads than on mud banks; and bandy traffic 125 per cent. cheaper than by the cowdy cooly; that as the roads are to be made passable "throughout the year" the saving to the district will probably not be less than 200 per cent. on the present cost of transport by the existing state of its roads. I trust I may be allowed to observe that much valuable time would be saved, and the district be enabled to make much more satisfactory progress, if, when explanations are called for, the object and purpose for which these are demanded were clearly and fully stated, and it would also draw the attention of local officers to any omissions. It is impossible to give any satisfactory explanations when these are called for at hap-hazard, and one does not like, in dealing with a controlling body, to assume that first principles require to be gone into.

———

Submitted to Government, with reference to G.O., dated 11th March 1874, No. 404.

2. In the midst of some unnecessary remarks as to the Revenue Board's knowledge of the elementary principles on which roads are made and of the manner in which they call for explanations, the District Engineer replies satisfactorily to the inquiries of Government as to the need for expending Rupees 2,14,270

in gravelling six roads. The roads though said to be made roads are mere mud banks impassable for bandies for more than two-thirds of the year.

(True Copies and Extract.)

(Signed) J. GROSE,
Secretary.

No. 179. ORDER THEREON, 20th June 1874, No. 1039.

The estimates are sanctioned for execution when funds are available.

2. His Excellency in Council notices with disapproval the discourteous and disrespectful tone of Colonel Fisher's communication.

(True Extract.)

Acting Chief Secretary.

To the Board of Revenue.
" Public Works Department.

Govt. of {1874 No. 1039.
FINANCIAL.

To

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

Dated June, 20th.

Read.

G.O., 20th June 1874, No. 1039.

JUNE.
Nos. 178-179.

Ellore Circle.—The estimate of Rs. 2,14,270 for gravelling certain roads in this circle, sanctioned for execution when funds are available, and the discourteous and disrespectful tone of Colonel Fisher's communication, noticed with disapproval.

District Engineer's Office
Godavery
Dowlaiswaram
13th April 1874
Desp. 14th do

No. 112

From

The District Engineer
Godavery

To

The President
Local Fund Board
Godavery District

Sir

Enclosure One

I have the honor to return the Enclosure of your letter of the 10th Instant, No. 89 and to request I may be furnished with the points on which the Revenue Board desire to have further explanations; I did not like to go into the first elementary principles for which roads are made assuming that the Board were not ignorant of them; I mentioned the fact that the roads were in existence as bridle

mind

mud banks, and consequently impassable for bandies for more than $\frac{2}{3}$ rds of the year in such a locality as the Delta: I may now add, that the Local Fund Boards of both Circles had agreed, almost unanimously, that their present Condition was almost a nuisance, and a great hindrance to trade and traffic; that it was advisable to remedy such a state of affairs as soon as possible, by gravelling the roads; that both Circle Boards had agreed, almost unanimously, to raise the cess to perfect the means of communications without further loss of time; that the Cost of transport for traction is 40 per cent less on

12

gravelled roads than on mud banks; and bandy traffic 125 per cent cheaper than by the Cowdy Cooly; that as the roads are to be made passable "throughout the year" the saving to the District will probably not be less than 200 per cent on the present cost of transport by the existing state of its roads.

I trust I may be allowed to observe that, much valuable time would be saved, and the District be enabled to make much more satisfactory progress, if when explanations are called for, the object and purpose for which these are demanded, were clearly and fully stated, and it would also draw the attention of local Officers to any omissions. It is impossible to give any satisfactory

satisfactory explanations when
these are called for at hap-hazard,
and one does not like in dealing
with a controlling body, to assume
that first principles require to be
gone into.

I have &c.

/Sgd/ J. F. Fischer Lieut. C.E.B.
District Engineer
Godavery.

/True Copy/

J Grote
Secretary

Revenue Department

Miscellaneous No. 3557.

Proceedings of the Board of Revenue

Dated 29th May 1874

Read the following:—

No. 32

From, W. S. Foster Esquire
President

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

Sir,

In reply to the order of Government dated 11th March 1874 G.O. No. 404, Commencing = cated with the Revenue Board's endorsement dated the 24th of that month Miscellaneous No. 1980, I have the honor to forward

Enclosure in Board's Proceedings dated 29th May 1874 No. 3557

Copy of letter from Collector of Kistna dated 13th February 1874 No. 112.

Encl. 1139/30.

forward the accompanying original letter No 112, dated 13th April, received from the District Engineer giving explanation on the necessity for gravelling the Roads alluded to in the Government order under reply.

2. The Roads are, as the District Engineer has stated, impassable for handies for more than $\frac{2}{3}$ of the year, and it is therefore very necessary to gravel them so as they may always be available for handy traffic.

I have &c.

Godavery District Local Funds Office Cocanada 28th April 1874

(Sgd) D. S. Foster
President

Submitted to Government with reference to Government Order

Order 11th March 1874 No. 404.

In the midst of some unnecessary remarks as to the Revenue Board's knowledge of the elementary principles on which roads are made and of the manner in which they call for explanations, the District Engineer replies satisfactorily to the inquiries of Government as to the need for expending Rupees 21427 on gravelling 6 roads. The roads though said to be made roads are mere mud banks impassable for handies for more than $\frac{2}{3}$ rds of the year.

True Copy & Extract

J Grote
Secretary

To The Chief Secretary to Government Financial Department with Copy of Enclosure.

Copd Lyd Rd Bridges

Pd proceedings 5/29 May 74

152

Order & Estimates
20 June 1874 No. 1039.

The estimates are sanctioned for execution when funds are available.

His Excellency in Council disapproves the tenor of Colonel Richers communication.

PC
19/6

Kph

41 Leo

The Board of Rev 14
& M. Departs 29/6

Phulbari

Govt. of {1874} Madras.

Financial

To the Board of Revenue.

Original sent to Coy
20/6/74

G.O. 20 June 1874 No 1039

Nos. 178-9.

Ellore Circle. The estimate of Rs 2,14,270 for gravelling certain roads in this Circle, sanctioned for execution when funds are available; and the discourteous and disrespectful tone of Col. Fisher's communication noticed with disapproval.