M.R.O. 1—77,006—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 1565 Press Mis.-

139-140

Dated 16-9- 1879.

7/8

Not to be folded or roughly handled

No. 139. Read the following Proceedings of the Board of Revenue, dated 22nd August 1874, No. 2,354.

Read the following letter from R. W. BARLOW, Esq., President of the Local Fund Boards, Chingleput District, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Saidapet, 3rd August 1874, No. 68:—

In reply to the Board's Miscellaneous No. 4,660, dated 11th ultimo, I have the honor to forward copy of a letter from the Vice-President of the Chingleput Circle, dated 27th idem, No. 179, reporting on the necessity for the road from Karunguly to Terukkalikundram, and to state, that I know that part of the country, and approve of the line, on the grounds urged, and wish that the experiment may be tried, more especially as, if the scheme even fails, the loss will be but little.

2. A sketch showing the position of the road is enclosed, together with the estimate and extract estimate received with the Proceedings under reply.

Enclosure No. 1.

From C. S. CROLE, Esq., Vice-President, to R. W. BARLOW, Esq., President of the Local Fund Board, Chingleput Circle, dated Conjeveram, 27th July 1874, No. 179.

I have the honor hereby to acknowledge the receipt of Government Order, dated 27th June 1874, No. 1,083, with your docket No. 280, dated 16th instant.

2. In submitting the report therein called for, I have the honor to state that the road in question is the direct line of communication between Karunguly, near Madurantakam and Terukkalikundram, one of the important towns of the Chingleput Taluq. Terukkalikundram is remarkable as a place of sanctity, so that this road would afford great facilities to the pilgrims that frequent the place from the south. It taps, moreover, a rich tract of country under river-irrigation.

3. The line is an ancient one, as is evidenced by the masonry-lined drinking tanks, that still mark the route, but it is difficult and much worn, and at the frequent points at which it strikes wet cultivation, even scarcely practicable during many months of the year.

4. The proposal under consideration is only to shape the road as a simple cross-country cart track, the development of which into a regular metalled road would depend upon the traffic attracted to it. The Board intend to proceed upon the cheap and economical principle of Rs. 600 a mile, because a regularly metalled road formed on the data of the Department Public Works would bear very hardly on the limited funds at its disposal, and by exhausting those funds on a work of a class far above the proved requirements of that part of the country, delay indefinitely the extension to the circle generally of improved communications, suited to the vehicles of the ryots, a subject which the majority of this Board, past and present, have always had very much at heart.

5. The Rupees 600 a mile cross country cart road scheme is no new one, nor was it arrived at after immature consideration. The records of this Board, since its establishment, prove the contrary. It was settled after much discussion on the advice of the then Superintending Engineer and Range Officers in October 1871, and has been repeatedly confirmed in subsequent resolutions. Supposing the worst anticipations of its failure to turn out correct, the work done, and the money expended will not have been lost, for little or nothing will have been done which would not form an integral part of an expensive line. On the other hand, if, as there seems every reason to believe, the scheme turns out a success, the rate-payers will have at least five miles of passable cart road for one under the expensive system, which it is intended to supersede.

6. The position of the road is indicated by a red line in the accompanying sketch map prepared in this office.

7. The estimate and extract estimate, received with your docket under reply, are herewith returned.

(True Copy.)

(Signed) R. W. BARLOW,
President.

ENCLOSURE No. 2.—Sketch.

ENCLOSURE No. 3.—Estimate.

ENCLOSURE No. 4.—Extract from Proceedings of Local Fund Board.

SUBMITTED to Government, with reference to G. O., F. D., dated 27th June 1874, No. 1,083.

2. The Board think that the expediency of making the road is proved.

3. The experiment which the Chingleput Local Fund Board propose to make is in the Board's opinion a most interesting one. Until a way of making country roads at a moderate cost has been devised it will be impossible to give the people a fair return for the tax collected from them under the Local Fund Act.

(True Copies and Extract.)

(Signed) J. GROSE,
Secretary.

No. 140. ORDER THEREON, 16th September 1874, No. 1565.

The estimate amounting to Rupees 7,550 is sanctioned.

2. The Government desire to have fuller explanation of the grounds of the opinion recorded in paragraph 3 of the Proceedings of the Board of Revenue to the effect that the people are not now receiving a fair return for the tax collected from them under the Local Fund Act.

(True Extract.)

D. F. CARMICHAEL,
Acting Chief Secretary.

To the Board of Revenue.
,, Public Works Department, with four enclosures.
,, Accountant-General.

Exd. G. A. Turton.

Govt. of 1874 Madras

FINANCIAL.

To THE BOARD OF REVENUE,

&c., &c.

Dated September, 16th.

Read.

G.O., 16th September 1874, *No.* 1565.

SEPTEMBER.
Nos. 139-140.

Road from Karungaly to Tirukkalikundram in the Chingleput District.—The estimate amounting to Rupees 7,550 for the construction of this road sanctioned. The Board of Revenue desired to furnish fuller explanation of the grounds of their opinion that the people are not now receiving a fair return for the tax collected from them under the Local Fund Act.

Fin. G. DEPARTMENT.

No. 1786.

From Pres. of the Board of Revenue.

Dated 22 Augt. 1874.

FOR ORDERS.

I would sanction the Estimate

L. 08.

J. G.

I would sanction &c
& But I ask the Board
to explain fully their remarks in the last
sentence of their para 3. Can what proves
they consider that the people have not
not now a fair return &c (over)

Bd 12/9

6/9

Order of Govt dated 16th Sept 1874 No 1565

The estimate amounting to Rs 7550 is sanctioned.

The Govt desire Chairperson explanation of the grounds of the opinion recorded in para 3 of the proceedings of the Bd of Revenue to the effect that the people are not now receiving a fair return for the tax collected from them under the Local Fund act.

15/9

The Board of Rev:
&c &c &c with 4 enclosures
Accountant

C 2/9 2 14/9

No. 2,354.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 22nd August 1874.

Read the following letter from R. W. BARLOW, Esq., President of the Local Fund Boards, Chingleput District, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Saidapet, 3rd August 1874, No. 68:—

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2. A sketch showing the position of the road is enclosed, together with the estimate and extract estimate received with the Proceedings under reply.

ENCLOSURE No. 1.

From C. S. CROLE, Esq., Vice-President, to R. W. BARLOW, Esq., President of the Local Fund Board, Chingleput Circle, dated Conjeveram, 27th July 1874, No. 179.

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2. In submitting the report therein called for, I have the honor to state that the road in question is the direct line of communication between Karunguly near Madurantakam and Tirukkalikundram, one of the important towns of the Chingleput Taluq. Tirukkalikundram is remarkable as a place of sanctity, so that this road would afford great facilities to the pilgrims that frequent the place from the south. It taps, moreover, a rich tract of country under river-irrigation.

3. The line is an ancient one, as is evidenced by the masonry-lined drinking tanks, that still mark the route, but it is difficult and much worn, and at the frequent points at which it strikes wet cultivation, even scarcely practicable during many months of the year.

4. The proposal under consideration is only to shape the road as a simple cross-country cart track, the development of which into a regular metalled road would depend upon the traffic attracted to it. The Board intend to proceed upon the cheap and economical principle of Rs. 600 a mile, because a regularly metalled road formed on the data of the Department Public Works would bear very hardly on the limited funds at its disposal, and by exhausting those funds on a work of a class far above the proved requirements of that part of the country, delay indefinitely the extension to the circle generally of improved communications, suited to the vehicles of the ryots, a subject which the majority of this Board, past and present, have always had very much at heart.

5. The Rupees 600 a mile cross country cart road scheme is no new one, nor was it arrived at after immature consideration. The records of this Board since its establishment prove the contrary. It was settled after much discussion on the advice of the then Superintending Engineer and Range Officers in October 1871, and has been repeatedly confirmed in subsequent resolutions. Supposing the worst anticipations of its failure to turn out correct the work done, and the money expended will not have been lost, for little or nothing will have been done which would not form an integral part of an expensive line. On the other hand, if, as there seems every reason to believe, the scheme turns out a success, the rate-payers will have at least five miles of passable cart road for one under the expensive system, which it is intended to supersede.

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(True Copy.)

(Signed) R. W. BARLOW,
President.

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(True Copies and Extract.)

(Signed) J. GROSE,
Secretary.

To the Chief Secretary to Government, Financial Department,
with four enclosures.
,, the President of the Local Fund Boards, Chingleput District.

Exd. G. A. Turton.

Read 1874.
Board of Revenue
MADRAS.

PROCEEDINGS, 22ND AUGUST 1874, No. 2,354.

Encls 4 in
Rec'd 1565
Received 27th August 1874.

AUGUST.
No. 2,354.

Road—from Karunguly to Tirukkalikundram in Chingleput District.—Letter from President, forwarding copy of one from Vice-President, Chingleput Circle, reporting on necessity for —, submitted to Government with remarks.

Govt. of {1871} Madras.

Finl.

To,

The Board of Revenue

&c.

G. O. 16th Septr, 1874, No. 156

Nos. 139-140.

Road from Karimgulay to Tiruk Kalakundram in the Chingleput District.

The estimate amounting to Rs. 7550 for the construction of this road sanctioned. The Board of Revenue desired to furnish fuller explanation of the grounds of their opinion that the people are not now receiving a fair return for the tax collected from them under the Local Fund Act.