M.R.O. 1—77,006—8-6-37.

(1) Number of pages 56

(2) Date of repair 27-6-40

(3) Initials of the Referencer

CT

# MADRAS RECORD OFFICE.

## Government of Madras.

Revenue DEPARTMENT.

G.O. No. 446 Press Mis.

1461-55

Dated 16-5- 1874.

29/30

***Not to be folded or roughly handled***

*Proceedings of the Madras Government, Financial Department,*
*16th March* 1874.

Read the following papers:—

No. 149. From the Collector of Chingleput, dated 12th October 1872, No. 155.
No. 150. From ,, ,, of Vizagapatam, ,, 20th November ,,
No. 151. From ,, ,, of Nellore, ,, 4th Feb. 1873, No. 298.
No. 152. Proceedings, Board of Revenue, dated 10th Feb. 1873, No. 826.
No. 153. From Acting Collector of Ganjam, dated 18th February 1873, No. 368.
No. 154. Proceedings of the Board of Revenue, dated 30th May 1873, No. 904.

ABSTRACT.—Submitting the information called for by Government as to the condition of the Northern Trunk Road in their respective districts.

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No. 155. ORDER THEREON, 16th March 1874, No. 444.

The necessity for a thorough line of road communication between Madras and Calcutta having been obviated by the opening of the rail communication *via* Bombay and the developement of the sea line of traffic, His Excellency the Governor in Council does not consider it advisable to incur the very large expenditure required for the completion of the Great Northern Trunk Road on the scale originally proposed, and resolves to leave it to Local Fund Boards to deal with the road in such manner as they may deem desirable for the interests of the various circles through which the line passes.

(True Extract.)

D. F. CARMICHAEL,
*Acting Chief Secretary.*

To the Board of Revenue.
,, Collector of Ganjam.
,, ,, of Vizagapatam.
,, ,, of Godavery.
,, ,, of Kistna.
,, ,, of Nellore.
,, ,, of Chingleput.
,, Public Works Department.

Exd. J. Wright.

# Govt. of {1874} Madras.

## FINANCIAL.

To

THE BOARD OF REVENUE,

&c., &c., &c.

*ted March, 16th.*

*od.* *Encl,*

*G.O., 16th March 1874, No. 444.*

## MARCH.

## Nos. 149—155.

*Great Northern Trunk Road.*—In consequence of the rail communication with Calcutta *via* Bombay, and the developement of the sea line of traffic, the large expenditure required for completing this road on the scale originally proposed considered unnecessary, and Local Fund Boards left to deal with the road as they consider best for the interests of the circles through which it passes

Chingleput District, Collector's Office
Saidapet, 12th October 1872.

No. 153

3 D

FROM

R W Barlow Esq, Acting COLLECTOR OF THE
CHINGLEPUT DISTRICT.

To

The Honble R S Ellis C B, Chief SECRETARY TO GOVERNMENT
MADRAS.

SIR,

Referring to the Proceedings of Government F.D No 1285 dated 27th ultimo, I have the honor to forward a statement in the prescribed Tabular form, giving the information required, regarding the Northern Trunk Road, so far as relates to this District.

3 D

I have the honor to be
Sir,
Your most obedient Servt,

R W Barlow
Acting Collector

From = 16th March 1874

Hint

1872 DEPT.

From

Ag
THE COLLECTOR

of Chingleput.

To Chief
THE SECRETARY TO GOVERNMENT

Dated 12
Recd. 16 October 1872.

(1 ENCLOSURE.)

No. 153

No 2084

Forwards a statement in the prescribed Tabular form giving the information required regarding the Northern Trunk Road in this District.

Statement of the Condition &c of the Northern Trunk Road No 1 in the Chingleput Distnct.

7D

| Total lengths in Miles | Total lengths made & in good order | Total lengths made & in bad order | Total lengths unmade or impracticable | Number of unbridged and unfordable Streams crossed | How far needed for traffic of, or through Distnct. | Estimated Cost of repairs &c needed | Provision for repairs &c in current years budget | Remarks |
|---|---|---|---|---|---|---|---|---|
| 28 1/4 | 28 1/4 | None | None | None except the Cortellier river, a loan for the construction of a bridge over which was applied for under Act XXIV of 1871. Vide this Offices letter to the Board of Revenue embodied in Govt Proceedings F.D. 27th September 1872 No 1287. | Considerable Distnct traffic from Ponnery, Arnee, Sattiaved and other large villages in the Northern part of the Distnct that lie too far to the West of the Northern Canal for travellers to avail themselves of this means of Water Communication. Much traffic also comes South from the Nellore District by this Road. Which should be kept in good order throughout the Distnct. | 105,420 * | 22,670 Which is Sufficient | * This amount is required to complete the Cortellier River Bridge of 23 bays of 50 feet span, alluded to in Col. 5. |

Northern Trunk Road in the Chingleput District.

Chingleput District
Collectors Office
Sydapet 12th October
1872

Ag Collector

In a letter from the Ag. Collr. of Chingleput dy 12th October 1872 No. 155.

Pros. 16th March 174
L. 147
[illegible]

Statement showing the State of the Great Northern Road.

| District | Total length in miles | Do - made and in good order | Do - made & in bad order | Do - unmade but in repair | Do - unmade & in bad order | Number of unbridged and unbridged & ill-constructed Culverts | How far made for traffic of the whole District | Estimated cost of repairs &c in current year 1872-73 | Provision for repairs &c in current years (1874/75) budget. |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 Rs | 10 Rs |
| Ganjam. | 137 | 130 1/4 | 3/4 | . | 6 | 3 including the causeway Rudi kulya at Ganjam & Vamsadhara at Kheri | Much needed for traffic of the District as well as that thro' the District | 21022 | 16950 annual allowance for repairs. 9000. For metalling the sandy portions been how paid 25950 |
| Vizagapatam | 116 | 5 | 91 | . | 20 | 608 of which 472 have been bridged. 136 | During the dry season there is always a considerable traffic along the line & in times of scarcity it is the great land route by which the supplies of the Godavery delta are conveyed to all parts of the District. As the road runs across the whole drainage of the Country between the Eastern Ghauts & the Sea & is only partially bridged, it is necessarily often quite impassable during the rains. | 498300 | 10100 |
| Godavery. | 131 1/8 | 29 1/4 | " | 35 1/8 | 66 3/4 | 40 | From Pirkid to Bhimdole & from Rajah-mundry to Tuni | 915800 | 12500 |
| Kistnah | 84 | 5 | 20 | " | 59 | 57 | 19 miles from Guntur to Bezwada & 12 between Bezwada & Ganna veram are much used. The traffic on the rest of the line is small | 900000 | 19140 New works 5000 Repairs |
| Nellore. | 177 1/2 | 106 1/2 | 51 | - | 20 | 7 | There is much desirable local & through traffic on the line. | 71518 | 32600 Maintenance allowance 2480 For restoration of the road between 38 & 48 miles |
| Chengleput | 28 1/4 | 28 1/4 | " | " | " | 1 ie The Cortlet - Clear river for bridging which a loan has been applied for. | Do Do. | 105420 Includes cost of bridging the Cortlet river | 22670 |
| | 673 7/8 | 304 1/4 | 162 3/4 | 35 1/8 | 171 3/4 | 744 244 | | 2512060 | 130440 |

Endorsement of
Petition for Street
Northern Road

Final Proc. 16th March 1876
Ord No 1444.

13

No. 904.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 30th May 1873.

Read the following letters:—

From W. S. FOSTER, Esq., Acting Collector of the Godavery District, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Cocanada, 22nd November 1872, No. 363.

WITH reference to G. O., Financial Department, No. 1,285, dated 27th September 1872, I have the honour to furnish below the information therein called for respecting the Northern Trunk Road in this district which has been given me by the Superintending Engineer:—

| | |
|---|---|
| 1. Total length in miles ... ... ... ... ... ... ... | 131⅛. |
| 2. Do. made and in good order ... ... ... ... ... | 29¼. |
| 3. Do. made and in bad order ... ... ... ... ... ... | None. |
| 4. Do. unmade or impracticable ... ... ... ... .. | 66⅝. |
| 5. No. of unbridged and unfordable streams crossed ... | 40. |
| 6. How far need for traffic of or through district ... ... | From Prikid to Bhimdole and from Rajahmundry to Tuni. |
| 7. Estimated cost of repairs, etc., needed ... ... | RS. 9,15,800 |
| 8. Provision for repairs, etc., in current year's Budget... | RS. 12,500 |

---

From the same Officer, dated Cocanada, 8th January 1873, No. 3.

IN acknowledging the receipt of the Official Memorandum of the Board of Revenue, dated 11th December 1872, No. 1,591, I have the honour to forward the accompanying copy of a letter, No. 307, dated the 28th ultimo, from the District Engineer of Godavery explaining on the difference of miles in the length of Trunk Road in this district.

ENCLOSURE No. 1.

From Lieutenant-Colonel J. F. FISCHER, R. E., District Engineer, to W. S. FOSTER, Esq., Collector of the Godavery District, dated Dowlaishweram, 28th December 1872, No. 307.

IN acknowledging the receipt of your letter, No. 149, dated 23rd December 1872, on the subject of the total length in miles of the Trunk Road in this district, I have the honour to inform you that there is no reason that items 2, 3, and 4 of the statement furnished by this office should when added together give one as stated by the Board, for the odd quarter of a mile which is wanting to make up the full mile comes in the crossing of the Godavery river most likely and for which no bridging has been provided.

(True Copy.)

(Signed) W. S. FOSTER,
President.

---

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, 5th April 1873, No. 22.

IN acknowledging the receipt of the Board's Official Memorandum, No. 150, dated 10th February 1873, I have the honour to enclose copy of the District Engineer's letter, No. 1,191, dated the 13th ultimo, from which it will be seen that the whole length of the Trunk Road in this district, viz., 131⅛ miles, has now correctly been accounted for.

Enclosure No. 1.

From Lieutenant-Colonel J. F. FISCHER, R. E., District Engineer, to W. S. FOSTER, Esq., Collector of the Godavery District, dated Dowlaisheweram, 13th March 1873, No. 1,191.

In reply to your letter of the 3rd instant, No. 21, and its enclosure, I have the honour to inform you that, as already stated, the total length of the Trunk Road in the district is 131¼ miles, and it would appear from the Board's memorandum that some ambiguity exists as regards figures. From my knowledge of the road I should say the road can be best described as below:—

| | Miles. |
|---|---|
| Made and in good order ... ... ... ... | 29¼ |
| Wholly unmade ... ... ... ... ... | 66¾ |
| Partly made but not in good order ... ... | 35⅛ |
| Total... | 131⅛ |

2. I trust the above will explain satisfactorily to the Board the condition of this important line of road.

(True Copy.)

(Signed) W. S. FOSTER,
President.

---

Submitted to Government with reference to G. O., dated 27th September 1872, No. 1,285, Financial Department.

2. To the statement given in the first letter the following item must be added, "Partly made but not in good order, 35⅛ miles."

(True Copies and Extract.)

Secretary.

To the Chief Secretary to Government, Financial Department.
" President of the Local Fund Boards, Godavery District.

Endl. A. S. Rodgers.

No 154.

Proc. 16 March 1874
Financial Depart.

# 1873.

# Board of Revenue, MADRAS.

Proceedings, 30th May 1873, No. 904.

Dept. 4 June 73.

Encl.

G. 1009

Received 7 June 73.

MAY.
No. 904.

*Great Northern Trunk Road*—in Godavery District.—Letters from Collector containing information regarding condition of — submitted to Government.

Statement showing the condition of the Trunk Road in the Vizagapatam District.

| Item | Particulars | Nos | Remarks. |
|---|---|---|---|
| 1 | Total length in miles | miles 116 | The total length of the Trunk Road in this District from Tuni to Chicacole is 116 miles |
| 2 | Do made and in good order | 5 | No portion of the Trunk Road can be said to be in good order; but the 5 miles from Vemulavalsa to Chittivalsa is usually in fair order, having been metalled with gravel throughout, and being allowed a maintenance grant of 200 Rs per mile, while no other part has more than 100 Rs. |
| 3 | Do - Do in bad order | 91 | Ninety one miles are in bad order. About 51 miles of these have at some time been metalled with gravel: the cause of their present bad condition is the insufficiency of the maintenance grant of only 100 Rs per mile, while there is often for months at a time a very heavy traffic. The remaining 40 miles towards Tuni are in a very incomplete state, as regards earth work as well as bridging and metalling. |
| 4 | Total length unmade or impracticable | 20 | Twenty miles at the Chicacole end are quite unmade, and impracticable during the rainy season. |
| 5 | Number of streams crossed | 472 | The total number of streams upon the line is 608. Of these 472 have been bridged; the remaining 136 include 3 large bridges at Pengole, the Konada River and the Kondivalsa Godda, about 22 miles from Chicacole. |
| 6 | How far needed for traffic or through district | — | As this road runs across the drainage of the country, between the Eastern Ghauts and the Sea, and is only partially bridged it is necessarily often quite impassable during the rains; but during the dry season there is always a considerable traffic along it; and in times of scarcity it is the great land route by which the supplies of the Godavery delta are conveyed to all parts of this district. |
| 7 | Estimated cost of repairs yet needed | Rs 498300 | In the year 1868-69 detailed estimates were prepared with surveys and levels of the whole line for completing the 116 miles for rapid wheel traffic. These estimates amounted to Rs 5,74,000 including the cost of the following 3 large bridges. |
| 8 | Provision for repairs yet in Current years Budget | 1100 | Pengole — 10,160<br>Konada — 43,600<br>Kondivalsa — 35,800<br>89,560<br>The expenditure on New Works and improvements against this estimate has been Rs 75700 leaving a balance of Rs 498300 now required to complete the road.<br>In the Budget of the present year 91 miles are provided with a mileage allowance of 100 Rs per mile and 5 miles with 200 Rs per mile. The remaining 20 miles towards Chicacole, being totally unmade is not provided with any grant. |

Vizagapatam Collectors Office
Camp Cheepurapalle
20th November 1872

Acting Collector.

To The Chief Secretary to Government,
Fort Saint George.

With reference to G. O. dated 27th September 1872 No 1285.

Sellore Collr's Office
Camp Chendrasekharapuram.
Dated 4th February 1873.

No 290 Genl.

From,

G. Vans Agnew Esqre
Collector of Sellore

To,

The Honble. W. Huddleston
Chief Secretary to
Government.
Fort Saint George.

Sir,-

As required by Government Order, Financial Department, dated 27th September last, No 1285, I have the honor to submit a statement in the prescribed tabular form of the condition &c. of the Northern Trunk Road in the Sellore District.

2 The statement has been furnished by the District Engineer, and I may add that the Local Fund Board are fully prepared

1873
Financial Department
Proceedings
From the Collector of Sellore
Dated 4th February 1873
No. 290

To the Chief Secretary to Government,
Fort St. George.

Dated 20th Feby 1873
No. 289 [illegible]

50 - 444/74

Rec'd 24 Feb

Statement showing the condition of the Northern Trunk Road in the Sellore District for the year 1872-73

W. Stevenson

No 150
R/3/3

to complete the road and
maintain it in good order.

I have the honorable,
Sir,
Your most obedient Servt

Louis Clement
Collector

L.

From Friaul 1873 Sept.
The Collector Phillore
Pros=16th March/74
To The Chief Secretary
to Government
Fort St George

Dated 14. 2. 73
Recd 14. 2. 73. No 309.
Rund 17-2-73
No 290. Sec. 1.1

Submits a statement of
the Condition &c of the Northern
Trunk Road in the Dt.,
as called for in G.O. dated
27 Sept. Last, No 1285.
States that the Local
Fund Board are prepared
to complete and maintain
the road in good order.

W Sherwood

No 151

Tabular Statement showing the condition &c. of the Northern Trunk Road in the Nellore District.

| No. | Particulars | Number of miles | Remarks. |
|---|---|---|---|
| 1 | Total length in miles | 177½ | |
| 2 | Total made and in good order | 106½ | |
| 3 | Total made and in bad order | 51 | |
| 4 | Total unmade or impracticable | 20 | |
| 5 | Number of unbridged or unfordable streams crossed | 7 | The number will soon be reduced to 6 as a Bridge across the Kaluiga Vagu is in progress. The other streams viz: Suvarnamukky; Pennair; Mannair; Pallair; Mooru; and Goondlacamma are fordable except during floods in the raing season. |
| 6 | How far needed for traffic of or through district | " | There is a deal of both local and through traffic on this Communication |
| 7 | Estimated cost of repairs &c as needed. | " | Rs 71,518. |
| 8 | Provision for repairs &c in Current years Budget | " | Rs 32,600 Maintenance Allowance.<br>Rs 2,480 Restoration of the Road between 38.[3] and 88.[3] miles.<br>35,080 |

25/8

Collector

2.

Enclosure to Letter to
the Chief Secretary
to Govt. dated 6. 2. 73.
No 298.

Prov. 16. March 1874
Ln L 157.
En Encl. 309/73

MISCELLANEOUS No. 826.

# PROCEEDINGS OF THE BOARD OF REVENUE.

*Dated* 10th February 1873.

Read the following

No. 68.

From G. D. Leman Esqr.
Ag. Collector of the Kistna District

To J. Grose Esqr.
Secretary. Board of Revenue
Madras.

Sir,

With reference to Government order No. 1285 dated 27th September 1872. Financial Department. I have the honor to forward herewith a Statement shewing the condition &c. of the Northern Trunk road as far as this district is concerned.

I have &c.

Kistna District Collrs Office
Masulipatam 15th January 1873.

/signed/ G. D. Leman
Ag: Collector.

Submitted for the information of Government.

/True Copy & Extract/
J Grose
Secretary

D Carlocke
C. Master

To The Chief Secretary to Government
Financial Department
with 1 Encls:

Proc-16th March /74

Fin. 1873 Dept.

PROCEEDINGS OF THE BOARD
OF REVENUE.

Rev. Dt. 826

50-44/74

No 280

Dated 10th February 1873.

Despatched 10 — " —

Rec'd 11th —

SUBJECT.

Submitting Dft. Comm.
letter from Coll.r of
Hooghly Dt. forwarding
Statement showing con-
-dition &c.a of Northern
Trunk road so far as
it lies in Hooghly Dt.

W. Sturrock

No 152

In a letter from the Collector of Kistna District no 68 dated 15th January 1873.

In G R N 230/73

Statement shewing the Conditions of the Northern Trunk Road in Kistna District

In Fmil 280/73.

Proc - 16th March 1874
L 1052.

No 152

W. Sturrock

No 368. 35 D

From The Acting Collector
Ganjam

To The Chief Secretary
to Government
Madras

Dated Camp Kotgar 18th February
1873

Sir

I have the honour to submit herewith a statement showing the condition &c. of the northern Trunk Road in this District as directed in Government order dated 27th September last No. 1285.

I have the honour to be
Sir
your most obedient Servant

E Wanneal
Treasury Deputy Collector
for Acting Collector
Ganjam

Copied by
A Menzies
Engr accountant

Fwd. 1873 Dept.

From Pres = 16 March 74

The Ag Collector

Guyana

To The Chief Secretary

to Government

Fort St George

Dated 18 February 1873

Recd 24 " "

" 7th March "

No 368

4 Encs

No 439

Subject. The

Statement shewing

the Condition &c

of the Northern Trunk

Road in the District

as directed in G.O.

dated 27th September

last -

For Stevens

No 11/153

surveys, levels sections Hydraulic calculations, specifications, and estimate amounting to Rupees 584700 for completing the whole of the Trunk road through this District from the Chicacole Bridge to the Bengal Frontier; the total distance is 137 miles and the average cost per mile Rupees 4207 including ~~two~~ two very large bridges one over the Rushikulya at Ganjam and the other over the Vamsadhara at Bhyri near Chicacole, besides removing all the road dams on the line to Chicacole and building instead Tunnels and Bridges as required. These plans have been laid before Government and approved but are returned with a view of laying them before the Local Fund Boards of the District I am sure when they are laid before you that you will see how desirable it is to complete the road as proposed; the present maintenance will then suffice to keep it in perfect order. Of course the only difficulty is want of funds, but a beginning might be made by setting aside yearly Rupees 10,000 at least by each circle and Government might be moved to generously aid us in the construction of the large Bridges over the Rushikulya and Vamsadhara; that the safety and prosperity of the District depends on this important line of communication there is now no room to doubt, and I look upon the construction of the Bridges over the large rivers on political grounds as an absolute necessity. I shall place the

Finance Department.

4129

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following letters from the

Collr. of Chingleput dated 12 October 1872 No. 155.
Collr of Vizagapatam dated 20 Novr. 1872 No. —
Collector of Nellore dated 4 February 1873 No. 298
Proceedings of the Bd. of Revenue dated 10 February 1873 No. 826.
Asst Collector of Ganjam dated 18 February 1873 No. 368
Proceedings of the Board of Revenue dated 30 May 1873 No. 904.

Order thereon 16 March 74 Eds 444

The necessity for a thorough line of road communication between Madras and Calcutta having been obviated by the opening of the rail communication via Bombay and the development of the sea line of traffic, His Excellency the Governor in Council does not consider it advisable to incur the very large expenditure required

The methods followed in the Collectorates subordinate to the Board of Revenue in the estimates and execution of the annual allotment of Public Works are generally satisfactory.

Camp Ootacamund
18th November 1873

Secretary to Govt.

Acting Collr in Canjam

Ordered

E. Johnson
Asst Clerk

required for the completion of the Great Northern Trunk Road on the scale originally proposed and resolves to leave it to Local Fund Boards to deal with the road in such manner as they may deem desirable for the interests of the various Circles through which the line passes.

+ Submitting the urgency for a grant for completion of the Great Northern Trunk Road in their respective districts

The Board of Revenue 14
" Collector of Ganjam 6
" —"— Vizagapatam 6
" —"— Godavery Kistna Nellore 6
" —"— Chingleput 6
P.W. Department — 21

Financial Department.

Memorandum.

In September last, the Kistna Local Fund Board pointing out that on local grounds, the Great Northern Road was one of the very last in the Circle which was likely to be taken up, the Board & Mr. Sim were doubtful of the expediency of insisting on the prosecution of the work and the Collectors of the Ganjam Vizagapatam, Godavery, Kistna, Nellore and Chingleput Districts were called upon to forward a statement in a tabular form showing the conditions of

from the Coll.r of Chingleput 12th Octr 1872 No. 155
" " Coll.r of Ganjam 2nd Nov.r 72
" " Coll.r of Nellore 4th Feby 1873 No. 298
Pro. of the Bd. of Revenue 10th Feby 1873 No. 826
from the Coll.r of Ganjam 18th Feby 1873 No. 368
Pro. of the Bd. of Revenue 29th May 1873 No. 3249.
Do — Do — Do 30th May 1873 No. 904
Do — Do — 15/9/73 — 5843

An important line of road like this cannot be rendered entirely usable by leaving portions unmade to be made in those particular localities they are of little local use.

of the road in the various districts. These statements are embodied in a single form now submitted for orders.

It will be observed that in Ganjam, Vizagapatam, Nellore, and Chingleput, the road is considered useful throughout both for local and through traffic. In the Godavery district, the road is not required between Bhimdole and Rajahmundry, while in the Kistna district the traffic is small throughout, with the exception of 19 miles from Guntur to Bezwada and 12 between Bezwada and Gannavaram.

An estimate amounting to Rupees 350,000 for the portion from Rajahmundry to

Total length = 673 7/8 miles
Made & in good order = 304 1/4
" & in bad order = 162 3/4
Partly made & in bad order = 35 1/8
Unmade or impracticable = 171 1/4
Unbridged streams = 244
Estimate in budget
for 1872-73 = Rs 25,20,060
allotments in do = Rs 1,30,240

pies the local community a fair claim to aid from State i.e. Provincial funds. But this is also I would deal with the other items - i.e. provide the Kistna with - and entrust the Local Funds of the other Districts to provide gradually for the road. The Government can manage by rule

GOL

45 D

to Tuni await sanction in the office pending orders on the question of the prosecution of the work as a main line for through traffic. If the local wants alone are to be looked to, possibly it may not be necessary to metal and gravel to a breadth of 24 feet as proposed in the estimate. In his report on the Rajahmundry and Tuni estimates Colonel Fischer remarks "Local Fund roads running into the interior and on to the coast across this Trunk line at various points are in process of construction and will bring traffic on to it - otherwise it is difficult to comprehend the

Sir

I do not think that this is a road we should on any principle undertake. Further Expenditure on unprofitable or unprofitable ones and I would leave the Local Boards to deal with it in such a manner as they may think desirable for their own interests

W

Jan 14/74

the advisability of pressing on this project which has to compete with a line of steamers touching at every port on the coast."

The statements received show the estimates for this road in the budget for 1872-73 as amounting to more than twenty five lakhs but a sketch larger sum will evidently be required as it appears from the remarks Column of the letter from the Collector of Ganjam that an estimate not shown in the statement amounting to Rs 584,700 for completing the road in the Ganjam District has been approved by Govt. but returned for submission to the Local Fund Board.

One part in Ganjam at the extreme north.
Two in Vizagapatam, close to one another.
One in Godavari & Kistna each,
none in Nellore — while from Madras to the Bengal frontier it is 700 miles! and several large rivers unbridged!

In connection with the above it may be mentioned that a sum of Rs 63,233 is due to the Maharajah of Vizianagram as compensation for land taken up for this road, & as the liability was incurred before Local Fund Boards were organized, the Board of Revenue are of opinion that the amount should be disbursed from Provincial funds. In G.O. dated 22nd Oct. 1872 No 1438, the Govt awaited the receipt of the information now submitted with the view of ascertaining whether the ground would be required, if the Trunk line were abandoned. The Collector now reports that of the

the compensation due Rs 4,896 are for the portion "made and in good order" and Rs 58,340 for the portion "made and in bad order"

H

Rode.

No human being
save perhaps a few
Byrogers would dream
of having a through
Coach-Road from
Madras to Calcutta
and any fancier de
profiet of such a
formality has entirely
disappeared before
the Rail Communication
and the development
of the Sea lines.

To Complete the
line, one-quarter to
half a million sterling
with annual Maintenance
grant of 1½ lakh would
be

be needed, and
whether found from
popular taxation or
Imperial Contributions
& Provincial Funds,
such an outlay and
permanent burden
would simply be a
waste of public Money.

I would therefore
abandon all idea
of a through line and
save the Country useless
Expenditure.

Local Sections
are useful — as
Communications within
Districts and with
the adjacent Districts
and are being attended
to by the Boards of the
several Districts
along the coast and
this will amply be
sufficient



for the present.

The roads most
needed are those
which cross the Country
transversed by the Coast
line where it bristles
and which lead
travellers & produce
to the towns & ports
on the Seaboard.
To these on the main
local Expenditure
should be confined
for the present.

713 Vol

Cort. of {1874} Madras.

Mail

To Govt. of Rev. &c.

Dated 16 March 1874, No. 446
Recd.

Nos. 149- 155-

Great Southern Trunk Road-

In consequence of the rail
Comn with Calcutta via Bom
bay & the development of
the Sea line of traffic, the
large Expenditure req. for
completing this road on the
Scale originally proposed,
Considered unnecessary
& 27 15- left to deal with

the road as they Con
sider best for the in
terests of the Circle
through which it
passes