M.R.O. 1—77,006—8-6-37.

(1) Number of pages 34

(2) Date of repair 23.10.40

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 1891 Press / Mis.

174-176.

Dated 24-9-1875.

18/19

Not to be folded or roughly handled

23.10.40

Local Funds—Roads.

Read the following papers :—

No. 174. From Major J. N. HUNTER, R.E., District Engineer, Salem, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, Fort St. George, dated Salem, 16th August 1875, No. 66.

I have the honor to bring to your notice the enclosed correspondence between the President, Local Fund Board and myself, as it appears to me an unusual thing for the President to refuse to lay before the Board estimates and correspondence intended for the general benefit of the district.

Enclosures three.

One copy of letter from President of the Local Fund Board, dated 14th July 1875, No. 923.
One copy of letter to President of the Local Fund Board, dated 27th July 1875, No. 95.
One copy of letter from President of the Local Fund Board, 4th August 1875, No. 1012.

2. The estimate in question is one for the thorough re-formation of three miles of the Trichinopoly road.

3. This road, as explained in my letter, No. 95, dated 27th July 1875, to which I beg to draw attention, was, in the year 1872-73, under the Revenue Department or "Other Agency," who spent the whole of the exceptionally large allotment* of that year on a very small portion, leaving the remainder by far the longer portion untouched.

* Rupees 14,700.

4. In the year 1873-74, forty-two miles of this road were handed over to the Department of Public Works, and ten retained by "Other Agency;" and the conservancy was then the same, *viz.*, 150 Rupees per mile throughout. During the succeeding two years the forty-two miles were very much improved, and became so good that the Collector was able to drive from end to end—see his letter, No. 923, dated 14th July 1875; but there were three bad miles (comparatively) in bad soil, and which had not been metalled, and these I was anxious to provide for from a special estimate.

5. This special estimate with a specification was submitted to the President with a request that it might be laid before the Board; for, as the Board had already favorably received and sanctioned an estimate of no less than 3,700 Rupees submitted by the Collector as a supplement to the Rupees 1,503 allowed for the ten miles under "Other Agency," I thought it reasonable to suppose that they would also grant the slight increase of 3,378 Rupees for the forty-two miles under the Department of Public Works; and I should add that the estimate of Rupees 3,378 includes the Rupees 150 per mile already allowed, so that the additional grant would be only Rupees 2,928, or Rupees 976 per mile for three miles. The Board had also, at the instance of the Collector, granted Rupees 2,700 for two miles on the road to Tripatore *via* Mungavady, which was an additional reason for believing that my estimate would be approved.

6. But you will see, from the correspondence enclosed, that the President refuses to lay before the Board either my estimate or letter, on the ground that it is an attempt to revive profitless discussion. I most distinctly disclaim any such attempt; my only object is to do the best for the roads entrusted to me; but,

as comparisons have been instituted, I think it only right that the Government should see that the requirements of the roads conserved by the Department of Public Works and those conserved by "Other Agency" are judged by a different standard, and money allotted in a different ratio, and that the Department of Public Works labor under a great disadvantage in not being able to get a hearing before the Local Fund Board.

From C. T. LONGLEY, Esq., President, Local Fund Boards, Salem, to Major J. N. HUNTER, R.E., District Engineer of Salem, dated Salem, 14th August 1875, No. 923.

In reply to your letter, No. 82, of the 12th instant, I have the honor to state that I cannot, on the very meagre information contained in the remark "these miles cannot effectually be dealt with from the maintenance," submit to the Local Board your estimate of Rupees 3,378 for work to be executed on the 19th, 27th, and 29th miles of the Namkul road. I must ask you to be good enough to submit more information as to the nature of the work to be done, requiring so large an outlay, as the road is reported by you to be "greatly improved"—*vide* your letter to Government, 23rd June 1875. I drove over the whole length of the road myself the last week in March, and, with the exception of a couple of miles between Malloor and Moonchavady on the 14th and 15th miles near Andagaloor, the road was in excellent order. Under these circumstances, and in reference to the last paragraph of your letter, I would suggest that the collection of materials be postponed.

From Major J. N. HUNTER, R.E., District Engineer, Salem, to C. T. LONGLEY, Esq., President of the Local Fund Board, Salem, dated Salem, 27th July 1875, No. 95.

I have the honor to acknowledge the receipt of your No. 923, dated 14th July 1875, in which you say that you are unable to submit to the Board my estimate for the re-formation or rather construction (for it has never been formed) of three* miles on the road from Salem to Trichinopoly, on the ground that the information contained in the remark, "these miles cannot be effectually dealt with from the maintenance is too meagre, and that more information as to the nature of the work to be done requiring so large an outlay," is required.

Enclosure one.
One Estimate.

* 19th, 22nd, and 29th.

2. I propose to answer your objections *seriatim* :—

1st.—I question the correctness of the expression so "large an outlay." The estimate for the thorough construction of three miles of road amounts to 3,378 Rupees, or Rupees 1,126 per mile.

In the month of October 1874, the Collector presented to the Board an estimate for precisely similar work on the road from Salem to Tripatore—a road conserved by "Other Agency," amounting to Rupees 2,700 for two miles, or 1,350 Rupees per mile. It would seem to follow that if 1,126 Rupees is so large an outlay, 1,350 Rupees for exactly the same work must be an extravagant outlay; but, as the Board conceived that the reasons given for the outlay by "Other Agency" warranted this expenditure, the reasons being that the road was bad and had never been formed, I confidently trust that they will also approve of the smaller estimate for the same work and for the same reasons, such reasons being duly specified in the specification which seems to have escaped your notice.

3. *2ndly.*—The nature of the work to be done is to dig up the road, section it, put metal and gravel upon it, water it, and tamp it. This is all clearly expressed in the estimate; but, as I gather from your remarks on a previous occasion that "the unprofessional eye" cannot read tabulated and concise statements, I expand the above information into the unprofessional form required.

4. We now come to the circumstances which have rendered this estimate necessary or advisable, and to make this clear, I fear that I shall be obliged to return to facts and figures with which the Board have been already surfeited.

The road in question is a section of the main road from Trichinopoly to Bangalore in the Salem District, and extends from forty-four miles south of the town of Salem to ten miles north of it where it joins Trunk Road No. 5.

This road, though really one, has always appeared in Budget lists as two, *viz.* :—

Road from Salem to Trichinopoly, forty-two miles.
,, ,, Salem to Womalore, ten miles.

5. In the official year 1872-73 the whole length of fifty-two miles was under the Revenue Department, and they had a very large maintenance allowance for the Trichinonoly road, *viz.* :—

		Rs.
Twelve miles, at Rs. 850	... ...	10,200
Thirty miles, at Rs. 150	... ...	4,500
	Total ...	14,700

Average 350 Rupees per mile. The maintenance for the Womalore road seems to have been then as now 150 Rupees per mile. The Revenue Department did not attempt to conserve the whole road, but spent the whole maintenance on the first ten miles at the rate of Rupees 1,470 per mile, leaving the other thirty-two miles to take care of themselves, and they became unpassable. What became of the allotment on the Womalore road is not clear, but it seems probable, from its awful state of disrepair, that the 1,500 Rupees allowed for it was also sunk in the first ten miles of the Trichinopoly road, which would raise the mileage expenditure on this portion to 1,620 Rupees per mile.

6. In 1873-74, part of the road, that from Salem to Trichinopoly, forty-two miles, was transferred from the Revenue to the Department of Public Works, and the maintenance sunk at once from 14,700 to 6,350 or 150 Rupees per mile, the remaining ten miles from Salem to Womalore remaining under the Revenue Department with the same rate of maintenance, 150 Rupees per mile.

7. We have then two roads under exactly similar circumstances, both starting as bad as possible and with the same mileage; it becomes interesting to contrast their state at the end of two years. At the end of two years the road under the Department of Public Works is so much improved that, to quote your own letter, "I drove over the whole road in March 1875, and with the exception of two miles the road was in excellent order," while the road under the Revenue Department, starting in the same state and fed with the same allowance, is so bad that in the second year the Collector asks the Board for a supplemental grant of 3,700 Rupees, making the total for ten miles 5,200 Rupees, or more than treble the original allowance, or 520 Rupees per mile; while on the 16th July 1875 I found it impossible to drive on it beyond the fourth mile.

8. The estimate that I ask you to lay before the Board is for the purpose of metalling three miles passing through bad soil which have never been metalled; if granted the average maintenance will be 230 Rupees per mile, which, in consideration of the difficulty experienced in bringing up the ten miles under "Other Agency," may, I think, be favorably regarded, and something less than half the additional maintenance granted to "Other Agency" may be conceded to the Department of Public Works.

Requesting you to lay this correspondence before the Board, I have, &c.

From C. T. LONGLEY, Esq., President, Local Fund Boards, Salem, to Major J. N. HUNTER, R.E., District Engineer of Salem, dated Salem, 4th August 1875, No. 1012.

I have the honor to acknowledge your letter, No. 95, of the 27th July. I regret that I cannot place it before the Local Board, as it is, I consider, an attempt to revive "the profitless discus-

sions regarding the comparative excellence of the work done by the Revenue and Public Works Departments," of which discussions, you may remember, the Government desired there might be no repetition.

No. 421.

Transferred to the Financial Department.

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government., P.W.D.

OOTACAMUND,
21*st August* 1875.

No. 346.

Forwarded to the Board of Revenue for their opinion.

OOTACAMUND,
23*rd August* 1875.

(Signed) D. F. CARMICHAEL,
Officiating Chief Secretary.

No. 175. Proceedings of the Board of Revenue, dated 3rd September 1875.

Read endorsement from the Officiating Chief Secretary to Government, dated 23rd August 1875, No. 346, on letter from the District Engineer, Salem, dated 16th August 1875, No. 66, submitting certain correspondence between himself and the President, Local Fund Boards, regarding refusal of the latter to lay before the Board an estimate for special repairs to three miles of the Salem and Trichinopoly roads.

The Board are decidedly of opinion that the President ought to have laid the estimate before the Local Fund Board; but they think that the District Engineer's letter of the 27th July savours so strongly of the profitless discussions which Government desire to discourage, that the President was warranted in declining to forward the whole correspondence. Had the estimate been put before them, the Local Fund Board might from their own knowledge, and with the aid of the President's opinion, have arrived at a conclusion whether the estimate should be passed or further information called for.

(True Extract.)

(Signed) H. E. STOKES,
Acting Secretary.

No. 176. ORDER THEREON, 24th September 1875, No. 1891.

Recorded. It is observed that the District Engineer has since reported that the estimate has been passed by the Board (G.O., dated 6th September 1875, No. 1775).

(True Extract.)

Officiating Chief Secretary.

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

Exd. J. Wright.

Govt. of Madras.

FINANCIAL.

To

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

Dated September, 24th.

Issued

Recd. Mad.

G.O., 24th September 1875, No. 1891.

SEPTEMBER.
Nos. 174—176.

Local Fund Roads.—Proceedings of the Board of Revenue and correspondence between the President, Local Fund Boards, Salem, and District Engineer, regarding the estimate for special repairs to three miles of the Salem and Trichinopoly roads, recorded.

18

No. 66 — District Engr's Office,
Salem 16th August 1875.

7

From

A 174

The District Engineer,
Salem

To

The Secretary to Government,
Public Works Department.

Sir,

I have the honor to bring to

Encls: 3

1 copy of letter from Presdt. L.F.B. dd 14th Jnly 1875 No 923

1 do: to do dd 27th July 1875, No: 95.

1 do: from do: dd 4th Augt 75 No: 1012.

your notice the enclosed correspondence between the President, Local Fund Board and myself, as it appears to me on ammended timing for the President to refuse to lay before the Board estimates and correspondence intended for the general benefit of the District.

2. The estimate in question is one for the thorough reformation of three miles of the Trichinopoly Road.

3. This road as explained in my letter No. 95 dated 27th July 1875, to which I beg to draw attention, was in the year 1872/73 under the Revenue Department or "Other Agency" who spent the whole of the exceptionally large

large allotment of that year on a very small portion leaving the remainder by far the longer portion untouched.

Rs. 14700

4. In the year 1873/74, 42 miles of this road were handed over to the D. P. W. and ten returned by "Other Agency"; and the Conservancy was then the same, viz: 150 rupees per mile throughout. During the succeeding two years the 42 miles were very much improved, and became so good that the Collector was able to drive from end to end, - see his letter No. 923 dated 14th July 1875; but there were three bad miles (comparatively) in bad soil and which had not been metalled, and these I was anxious to provide for from a special estimate

5. This special estimate with a specification was submitted to the President with a request that it might be laid before the Board, for as the Board had already favorably received and sanctioned an estimate of no less than 3700 rupees submitted by the Collector as a supplement to the 1500 allowed for the ten miles under "Other Agency". I thought

thought it reasonable to suppose that they would also grant the slight increase of 3378 rupees for the 42 miles under the D. P. W. and I deemed add that the estimate of 3378 includes the 150 per mile already allowed, so that the additional grant would be only rupees 2928 or 976 per mile for 3 miles. The Board had also at the instance of the Collector granted Rs: 2700 for 2 miles on the road to Tripatore via Mungavady which was an additional reason for believing that my estimate would be approved.

6. But you will see from the Correspondence enclosed that the President refuses to lay before the Board either my estimate or letter, on the ground that it is an attempt to revive profitless discussion. I most distinctly disclaim any such attempt - my only object is to do the best for the roads entrusted to me -; but as comparisons have been instituted, I think it only right that the Government should see that the requirements of the roads conserved by

the

the D. P. W. and those concerned by "Other Agency" are judged by a different standard and money allotted in a different ratio, and that the D. P. W labor under a great disadvantage in not being able to get a hearing before the Local Fund Board.

I have the honor to be,
Sir,
Your most Obedient Servant.

J. W Bruère Major R.E,
District Engineer.

Received 25th
Read & Returned 27th August 1875.

H. L. Wilson
Secretary.

Salem Local Fund Bds. Office,
14th August 1875.

No. 923

From

The President,
Local Fund Boards,
Salem.

To

The District Engineer of
Salem.

Sir,

In reply to your letter No. 82 of the 12th Instant, I have the honor to state that I cannot, on the very meagre information contained in the remark - "these miles cannot effectually be dealt with from the maintenance" - submit to the Local Board your estimate of Rs: 3378 for work to be executed on the 19th, 27th and 29th miles of the Trunk road. I must ask you to be good enough to submit more information as to the nature of the work to be done, requiring so large an outlay, as the road is reported by you to be "greatly improved" vide your letter to Government 23d. June 1875. I drove over the whole length of the road

Cat. 41 91
Transfer to the
P.C. 28/6/75

road myself the last week in March, and with the exception of a couple of miles between Mallow and Monchavady on the 14th and 15th miles; near Andaglow the road was in excellent order. Under these circumstances and in reference to the last para of your letter, I would suggest that the collection of materials be postponed.

I have &c.

/signed/ C. T. Longley
President

/true copy/

J. C. Sherlock Major R.E.,
District Engineer

No. 95

District Engineer's Office,
Salem, 27th July 1875.

From

The District Engineer
Salem.

To

The President,
Local Fund Board,
Salem.

Sir,

I have the honor to acknowledge the receipt of your No. 923 dated 14th July 1875, in which you say that you are unable to submit to the Board my estimate for the reformation or rather construction (for it has never been formed) of three miles on the road from Salem to Trichinopoly, on the ground that the information contained in the remark, "these miles cannot be effectually dealt with

from

from the maintenance is too meagre and that more information as to the nature of the work to be done requiring so large an outlay" is required.

2. I propose to answer your objections seriatim.

1st. I question the correctness of the expression so "large an outlay." The estimate for the thorough construction of three miles of road amounts to 3,378 rupees or Rs. 1126 per mile.

In the month of October 1874 the Collector presented to the Board an estimate for precisely similar work on the road from Salem to Tripatore - a road conserved by other agency, amounting to Rs. 2700 for two miles or 1350 rupees per mile. It would seem to follow that if 1126 rupees is so large an outlay; 1350 Rupees for exactly the same work must be an extravagant outlay, but as the Board conceived that the reasons given for the outlay by other agency warranted this expenditure. The reasons being that the road was bad and had never been formed, I confidently trust that they will also approve of the smaller estimate for the same work and for the same reasons. such reasons being duly specified in the specification which seems to have escaped your notice.

3. 2ndly. The nature of the work to be done is to dig up the road, section it, put metal and gravel upon it, water it, and tamp it. This is all clearly expressed in the estimate, but as I gather from your remarks on a previous occasion that "the unprofessional eye" cannot

read tabulated and concise statements. I expand the above information into the unprofessional form required.

4. We now come to the circumstances which have rendered this estimate necessary or advisable, and to make this clear I fear that I shall be obliged to return to facts and figures with which the Board have been already surfeited.

The road in question is a section of the main road from Trichinopoly to Bangalore in the Salem District, and extends from 44 miles south of the town of Salem to 10 miles north of it where it joins Trunk Road No. 5.

This road though really one has always appeared in Budget lists as two viz. Road from Salem to Trichinopoly — 42 miles.

Road from Salem to Womalore 10 miles.

5. In the official year 1872-73 the whole length of 52 miles was under the revenue department and they had a very large maintenance allowance for the Trichinopoly Road viz:

12 miles at 850	10,200
30 miles at 150	4,500
Total	14,700

Average 350 rupees per mile. The maintenance for the Womalore road seems to have been then as now 150 Rupees per mile. The Revenue Department did not attempt to conserve the whole road, but

but spent the whole maintenance on the first ten miles at the rate of 1,470 per mile, leaving the other 32 miles to take care of themselves, and they became impassable; what became of the allotment on the Womalore road is not clear, but it seems probable from its awful state of disrepair that the 500 rupees allowed for it was also sunk in the first ten miles of the Trichinopoly Road which would raise the mileage expenditure on this portion to 1620 rupees per mile.

6. In 1873-74, part of the road that from Salem to Trichinopoly 42 miles was transferred from the Revenue to the D.P.W. and the maintenance sunk at once from 14,700 to 6350 or 150 Rupees per mile, the remaining 10 miles from Salem to Womalore

remaining

remaining under the Revenue Department with the same rate of maintenance 150 rupees per mile.

7. We have then two roads, under exactly similar circumstances, both starting as bad as possible and with the same mileage, it becomes interesting to contrast their state at the end of 2 years; At the end of two years the road under the D.P.W. is so much improved that to quote your own letter "I drove over the whole road in March 1875, and with the exception of two miles the road was in excellent order", while the road under the Revenue Department, starting in the same state and fed with the same allowance, is so bad

tha

that in the second year the collector asks the board for a supplemental grant of 3700 rupees making the total for ten miles 5200 rupees or more than trible the original allowance or 520 rupees per mile; while on the 6th July 1875 I found it impossible to drive on it beyond the 4th mile.

8. The estimate that I ask you to lay before the Board is for the purpose of metalling 3 miles passing through bad soil which have never been metalled, if granted the average maintenance will be 230 rupees per mile, which in consideration of the difficulty experienced in bringing up the ten miles under other agency. May I think be favorably regarded and something less than half the additional maintenance granted to other agency may be conceded to the D.P.W.

Requesting you to lay this correspondence before the Board.

I have &c.

(Signed) J. N. Hunter Major R.E.,
District Engineer.

(True Copy)

J. W Brenlin Major R.E.,
District Engineer.

985

No. 1012

Salem Local Fund Board
Office 4th Augt 1875.

From

The President,
Local Fund Boards, Salem District.

To

The District Engineer,
Salem.

Sir,

I have the honor to acknowledge your letter No. 95 of the 27th July. I regret that I cannot place it before the Local Board, as it is, I consider, an attempt to revive "the profitless "discussions regarding the comparative "excellence of the work done by the "Revenue and Public Works Departments" of which discussions, you may remember, the Government desired there might be no repetition.

I have &c.
(signed) C. T. Longley
President.

(True Copy)

J. W Hunter Major R.E.
District Engineer.

Rec'd No. 2 in Letter No. 66 dated 16 Augt 75 & Thereby to Govt. C.P.W.

1875 / 2901 / 25.

Re Rec'd 19 Aug 75

Encl: No. 3 in letter
No. 66 dated 6 Augt/75
to the Secy: to Govt.
C.P.W.

W. 5301/3/75.

In Tuil 459/75

Revenue Department

29

Proceedings of the Board of Revenue

Dated 3rd September 1875

Read Endorsement, from the Officiating Chief Secretary to Government, dated 21st August 1875. No: 346, on letter from the District Engineer, Salem, dated 16th August 1875 No: 66. Submitting certain correspondence between himself and the President - Local Fund Board regarding refusal of the latter to lay before the Board an estimate for Special repairs to 3 miles of the Salem and Trichinopoly roads

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The Board are decidedly of opinion that the President ought to have laid the estimate, before the Local

P. W. 1875 Depat.
Finance No: 5301
From
The District Engr.,
Salem.
(Local Fund Roads)
To
The Secy. to Govt.
P. W. D.
No. 1959
Dated 16th
Rec'd: 18th } Aug. 1875
Rec'd 21st
No. 66
Encls: 3.
Forwards.

Forwards certain correspondence between himself & the President L. Fund Boards regarding the refusal of the latter to lay before the Board an estimate for Special repairs to 3 miles of the Salem & Trichinopoly roads.

No 421
Transferred to the
Financial Department
Secretary to Government P.W.D.
No. 346.
Forwarded for the information
& orders of Govt.
By Order
&c &c &c
Dated 19-8-75

Local Fund Board; but they think that the District Engineer's letter of the 27th July & answer so strongly of the profitless discussions which Government desire to discourage, that the President was warranted in declining to forward the whole correspondence. Had the estimate been put before them, the Local Fund Board might form their own knowledge and with the aid of the President's opinion, have arrived at a conclusion whether the estimate should be passed or further information called for.

(Sd) H Elwin

To

The Chief Secretary to Government, Financial Department

Sir,

Ag. Secretary

Read Nos 1959. & 2071.

Copd. 24 Septr. 1875 No 1891.

Recorded - It is hereby ordered that the District Engr. be hereby requested to take action as is proposed by the Board - (S.O. of 6. Sept/75. No 1775.

To The Board of Revenue
- - Public Works Department

11/9/75

Herewith (1875) Return of Arrack Stills Roads

to receive charge of the Board of Revenue.

Dated 2nd Sept 1875
Recd 3rd Sept 1875

Secretary

Boards Proceedings dated the 6th Sept 1875 Recd 3rd Sept 1875

Boards Proceedings dated the 6th Sept 1875 Recd 3rd Sept 1875

Boards Proceedings dated the 6th Sept 1875 Recd 3rd Sept 1875

of {1875} Madras.

Financial

24th Septr. 1875. No. 1891

Nos. 174-76

Local Fund Roads - Proceedings of the Board of Revenue & correspondence between Govt. L. F. Board Salem & Executive Engineer regarding Estimate for Special Repairs to three miles of the Salem & Trichinopoly road.

Filed.