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(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 293 Press Mis.

137-139

Dated 11-2 1872.

1112

Not to be folded or roughly handled

Local Funds—Roads.

Read the following papers:—

No. 137. Proceedings of the Board of Revenue, dated 13th November 1874, No. 3262.

Read the following letter from E. GIBSON, Esq., Vice-President in charge of the Local Fund Board, Canara Circle, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Mangalore, 8th October 1874, No. 727:—

I HAVE the honor to submit, for the sanction of Government, the following estimates:—

		RS.
(1.)	Estimate, plan, and specification for constructing a masonry bridge of two arches, each 30 feet span, across the Birmarakatloo Stream on Road No. 1 from Mangalore to the Mysore frontier by the Sampaji Ghaut	9,300
(2.)	Do. do. a single-arched masonry bridge of 30 feet span across the Chantimar Stream on the Codicul Ghaut Road No. 4, *vid* Charmadi to Buntwail	6,000

2. These bridges are required to replace two of the three bridges destroyed by the floods in May last, as reported in the late President's letter recorded in Board's Proceedings, dated 20th June 1874, No. 1,512.

3. The District Engineer states that the present design for the Birmarakatloo Bridge provides about 100 per cent. of additional waterway, and the foundations being protected by a solid masonry flooring with retaining walls, similar damage, he believes, will, even under extreme conditions, be impossible.

4. The old Chantimar Bridge, it is reported, was a small structure of two vents, each 8 feet span, in 4 feet rise, the intermediate pier being 4 feet thick, built about thirty years ago. The present design for a single-arched bridge of 30 feet span gives a clear waterway without any intermediate pier, and by cutting certain projections below the site, the full discharge of the flood-water into the main river, the Neithrawathy, will be efficiently secured, and all chance of similar damage, even under extreme conditions, will, the District Engineer believes, be completely removed.

5. The funds of this Circle Board being very limited, the members present at the meeting held on the 3rd August 1874, at which the design for the Feringapet* Bridge which is the other of the three bridges under reference was passed, proposed to seek a loan from Government. The application for it could not, however, be submitted then for want of a sufficient number of members to sign it. The matter was again brought forward and fully considered at the general meeting of this Board, convened for the preparation of the ensuing year's budget, and it was unanimously resolved that, with the scanty funds at our disposal, we should not be justified in contracting a heavy loan which would burden the funds with an annual average demand of about Rupees 2,500. The fact of the inadequacy of the Provincial grant compared with the annual cost of the roads formerly classed as Imperial was also duly considered, and I beg to enclose a copy of the resolution of the meeting on

*Revenue Board's Proceedings, 11th September 1874, No. 2,566.

the subject, and have the honor to request that it may be forwarded for the favorable consideration of Government with the support of the Revenue Board.

ENCLOSURES Nos. 1 and 2.—Estimates.

ENCLOSURES Nos. 3 and 4.—Plans.

ENCLOSURES Nos. 5 and 6.—Specification Reports.

ENCLOSURE No. 7.—Extract from Proceedings of the Local Fund Board.

ENCLOSURES Nos. 8 to 10.—Memoranda showing expenditure incurred on new works and repairs of roads.

THE estimates for constructing a bridge across the Birmarakatloo Stream on the road from Mangalore to the Mysore frontier by the Sampaji Ghaut at a cost of Rupees 9,300, and another across the Chantimar Stream on the Codicul Ghaut Road *viâ* Charmadi to Buntwail (the road from Mangalore *viâ* Buntwail, Charmadi, and the Codicul Ghaut to the Mysore frontier), at a cost of Rupees 6,000, will be submitted for the orders of Government after reference to the Chief Engineer. The bridges are two out of the three mentioned in the papers recorded in Board's Proceedings, dated 20th June 1874, No. 1,512, as injured or destroyed in the flood at the beginning of May.

2. The third bridge is estimated to cost Rupees 15,200 (Board's Proceedings, dated 11th September 1874, No. 2,566), so that the total cost of the three bridges will be Rupees 30,500.

3. The Local Fund Board proposed at first to obtain this sum by a loan under the Local Public Works Loan Act, but they have come to the conclusion that this would cripple their resources and prevent them from executing works of greater use to the tax-payers of the district than these bridges, which are of very little service except to "Coorg planters and Mysore traders." They accordingly ask for a special grant from Provincial Funds, and point out in support of their application that the ordinary grant is small in comparison with the expenditure on roads formerly considered Imperial.

4. The expenditure on Imperial roads is given in one of the enclosures. Remembering that the percentage on expenditure charged for Public Works Establishment was 18·96 per cent. in 1871-72, 28·96 per cent. in 1872-73, and 24·70 per cent. in 1873-74, the total expenditure on Imperial roads may be said to have been as follows :—

		Rs.
1871-72.	Works	43,662
	Department of the Public Works Establishment ...	8,279
1872-73.	Works	57,967
	Department of the Public Works Establishment ...	16,793
1873-74.	Works	69,141
	Department of the Public Works Establishment... ...	17,078
	3)	2,12,920
	Average...	70,973

Proceedings of the Madras Government, Financial Department,
11th February 1875.

5. The grant from Provincial Funds has been—

	Rs.
1871-72	31,750
1872-73	47,350
1873-74	47,350
3)	1,26,450
Average ..	42,150

6. This seems to show that the Circle has some claim to greater help. The Budget allotment for New Works has been—

	Rs.
1872-73	33,060
1873-74	36,100

7. Considering the number of new bridges and roads which are wanted, these are but small allotments.

8. The Board resolve to recommend Government to give the Local Fund Board the aid which they ask.

(A true Copy and Extract.)

(Signed) J. GROSE,
Secretary.

Referred for the opinion of the Chief Engineer.

(By order.)

FORT ST. GEORGE,
26th November 1874.

(Signed) J. STURROCK,
Acting Under Secy. to Govt.

No. 11.

No. 138. MEMORANDUM.

Being well acquainted with the old structures which it is proposed to replace with bridges according to the designs and estimates now submitted, I cannot but express a general opinion that, relying on raising the money by a loan, if not by a special contribution of Provincial Funds, the Local Fund Board and the District Engineer are not dealing with the subject as economically as might be done, quite consistently with good engineering. To be well on the safe side, therefore, the waterways have been increased to an extent not *proved* by calculation to be necessary; the construction is to be excessively puckah; and consequently the rates very high. I cannot take upon myself to dictate exactly to what extent reductions might be practicable throughout; but I think each estimate capable of reduction by at least Rupees 1,000, without altering the design. Certainly I would dispense with the "pointing in Portland cement," a considerable item. I also advise, with reference to their material, that the arches be made semicircular and not segmental.

2. I note that in the Statement of charges incurred on Imperial Roads in Canara as compared with grants from Provincial Funds, no account is taken by the Board of Revenue of the Tolls levied on the roads referred to, on which of

course their maintenance must be a first charge. I also desire to point out that funds for the special purposes in view may not improperly be levied by at least temporarily increasing the rate of toll charged. I understand that a cart only pays one toll of 4 Annas for the use of a very considerable mileage of road; and the mere doubling of that rate would in a very short time raise the necessary funds without practically inconveniencing those who will benefit by the proposed works.

FORT ST. GEORGE,
5*th January* 1875.

(Signed) G. W. WALKER, Colonel, R.E.,
Chief Engineer, P. W. D.

No. 139. ORDER THEREON, 11th February 1875, No. 293.

The estimates are sanctioned subject to any reduction which can be made in accordance with the remarks of the Chief Engineer, and a special grant of Rupees 16,625 will be made from Provincial Funds. The President will report how much of the amount can be utilized in the year 1875-76.

	RS.
Estimate	15,300
Reductions	2,000
	13,300
Supervision	3,325
Total ...	16,625

2. With reference to the concluding portion of the Chief Engineer's note, the Government would remark that a proposal to increase the number and rates of tolls in Canara was disallowed in G.O., dated 23rd March 1872, No. 363. Should the Board desire it, however, the Government will have no objection to re-open consideration of the question so far as regards roads leading into Mysore and Coorg.

(True Extract.)

Acting Chief Secretary.

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

Exd. J. Wright.

Govt. of {1875} Madras.

FINANCIAL.

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

Dated February, 11*th*.

Recd. Mark.

G.O., 11*th February* 1875, No. 293.

FEBRUARY.
Nos. 137—139.

Canara Circle.—Estimates for the construction of bridges on certain roads in this Circle sanctioned, as also a special grant for the purpose of Rupees 16,625 from Provincial Funds, and the question of increasing the tolls on the roads leading into Mysore and Coorg promised to be considered, if the Board desire it.

☆

Memo 7A

It is submitted that the present is a case for an exceptional grant as the works in question are in lieu of old works destroyed by floods.

As the roads are chiefly used by the traffic between Mysore and Coorg and the seaboard, it seems hard to throw the whole cost on local funds, and at the time of the decentralization scheme the burden of keeping up roads generally was thrown on Provincial and local funds without any distinction as regards the fact of certain roads being chiefly used by residents out of British India. - No practice exists of getting assistance from Mysore or Coorg towards the repair of roads useful for the trade of those countries. The annual budget

It is not necessary as Provincial Budget sheet shows heavy charges [illegible] which only benefit Mysore & Coorg.

28/1

We cannot refuse Grants in Council of the kinds as heavy strain on territory - We realise Customs revenue on articles consumed by ourselves - and a good deal of our [illegible] pr. Rail [illegible]

provision for grants for roads & Local Funds is Rs 12,00,000 and but in distributing it the full amount has never been allotted. - In the current year the aggregate amount of the grants shown in the Local Fund budget was only Rs 11,42,050, and as explained in a note later circulated no distribution of the remainder was proposed as it appeared that there would be probably a deficit in Provincials funds owing to the refusal of the Govt of India to grant the money for roads.

It is proposed to make the present grant out of the 12 lacs amount to be assigned for 1875-76.

26/1

It was very often stated that these roads only benefited Upasi (or mainly) benefited Europeans Corp. As they are in our territory - I did not see how the Govt. could assist it & the case - and it was not asked for in the case.

I have therefore passed the bill as amended Mad[ras] 6/2

Eventually it was not found possible to allot more than Rs 11,40,000

27/1
5/2

91A

No. 3,262.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 13th November 1874.

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2. These bridges are required to replace two of the three bridges destroyed by the floods in May last, as reported in the late President's letter recorded in Board's Proceedings, dated 20th June 1874, No. 1,512.

3. The District Engineer states that the present design for the Birmarakatloo Bridge provides about 100 per cent. of additional waterway, and the foundations being protected by a solid masonry flooring with retaining walls, similar damage, he believes, will, even under extreme conditions, be impossible.

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*Revenue Board's Proceedings, 11th September 1874, No 2,566.

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7. Considering the number of new bridges and roads which are wanted, these are but small allotments.

8. The Board resolve to recommend Government to give the Local Fund Board the aid which they ask.

(A true Copy and Extract.)

J. Grote

Secretary.

To the Acting Chief Secretary to Government, Financial Department, with ten enclosures.
,, the President of the Local Fund Board, Canara Circle.
,, the District Engineer, Canara.
,, the Officiating Controller of Public Works Accounts.

Lxd. W. H. French.

Fin 1874. Depart

Board of Revenue, MADRAS.

PROCEEDINGS, 13TH NOVEMBER 1874, No. 3,262.

Dupe 18 Nov 1874

Encl. to

Received 19

No 2432

NOVEMBER.

No. 3,262.

Bridge—across the Birmarakatloo Stream on road from Mangalore to the Mysore frontier by the Sampaji Ghaut.—Estimate, amounting to Rupees 9,300, for construction of—and another, amounting to Rupees 6,000, for a bridge across the Chantimar Stream on the Codicul Ghaut Road *viâ* [illegible]madi to Buntwail in South Canara District, submitted for the orders of Government after reference to the Chief Engineer, with Board's recommendation in favor of Canara Circle Board's request for a special grant from Provincial Funds for these works.

S. A. 1874 Department

~~No.~~ 7/4-85

~~From~~

~~The Chief Sec.t to Govt.~~

~~Financial Dept.~~

~~Dated 26~~ "

~~Received 28~~ " } November 1874

Enclos: 10

Referring for the opinion of the ~~Chief Engr.~~ Mod Estimate of Rs. 9300 for the construction of a Bridge across the Burmara Kattoo Stream on road from Mangalore to the Mysore frontier by the Sampaji Ghaut and another of Rs. 6000 for a Bridge across the Chantuna Stream on the Cochin Ghaut Road via Chamadi to Buntwal in South Canara D.t

Fort St. George 154

~~Dated~~ the 20th January 1875.

No. 11

Memorandum

Being well acquainted with the old structures which it is proposed to replace with Bridges according to the designs and estimates now submitted, I cannot but express a general opinion that raising the money by a loan, if not by a special contribution of Provincial Funds, the Local Fund Board and the District Engineer are not dealing with the subject as economically as might be done, quite consistently with good engineering. To be well on the safe side therefore, the waterways have been increased to an extent not

not proved by calculation to be neces-
-sary; the construction is to be excessively
puckah; and consequently the rates
very high. I cannot take upon my-
-self to dictate exactly to what ex-
-tent reductions might be practicable
throughout; but I think each estimate
capable of reduction by at least Rs.
-pees 1000, without altering the de-
-sign. Certainly I would dispense
with the "pointing in Portland ce-
-ment"; a considerable item. I also
advise, with reference to their material,
that the arches be made semicircu-
-lar and not segmental.

I note ~~that~~ in the Statement

of charges incurred on Imperial
Roads in Canara as compared with
grants from Provincial Funds, no ac-
-count is taken by the Board of
Revenue of the Tolls levied on the
roads referred to, on which of course
their maintenance must be a first
charge. I also desire to point out
that funds for the special purposes
in view may not improperly be levied
by at least temporarily increasing
the rate of toll charged. I under-
-stand that a cart only pays one
toll of 4 annas for the use of a
very considerable mileage of road,
and the mere doubling of that rate
would

would in a very short time raise the necessary funds without practically inconveniencing those who will benefit by the proposed works.

C. Walker Lol. R.E.
Chief Engineer P.W.D.

To
The Financial Dept: with 10 Enclosures.
Ch. 7485

Lieut Col. Walker R.E.

Financial Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following ~~letter~~ papers.

Proceedings of the Board of Revenue, dated 13th November 1874. No. 3262.

Memorandum by the Chief Engineer, P.W. Dept. dated 5th January 1875, No. 11.

Order thereon 11th Feb. 1875 No. 293

The estimates are sanctioned subject to any reduction which can be made in accordance with the remarks of the Chief Engineer, and a special grant of Rs 16,625 will be made from Provincial funds. The President will report how much of

Estimate	= Rs	15,300
Reductions	—	2,000
		13,300
Supervision	—	3,325
Rs.		16,625

of the amount can be utilized in the year 1875-76.

2. With reference to the concluding portion of the Chief Engineer's note, the Govt would remark that a proposal to increase the number and rates (18) of tolls in Canara was disallowed in G.O. dated 23rd March 1872, No 363. Should the Board desire it, however, the Govt will have no objection to re-open consideration of the question so far as regards roads leading into Kumpsee & Coorg. ~~which are of little~~ service

bsh

an additional reason for allowing this grant is that the Govt have just declined to sanction a transfer of Rs 12060 from the General Fund of the Road Fund recommended by the Board of Revenue.

JL

bsh

This suggestion is made in the draft as it is doubtful whether the comparative unimportance of the work (of such an expensive character) of the portion of the district, was as prominently before Govt when the letter were dictated.

JL

21A

~~service except to~~
~~"Coorg planters and~~
~~Mysore traders."~~

Surveyor
"Road leading
into the Mysore
Nos" Govt.

JL
16/1

To

The Board of Revenue with Enclos (10)
Public Works Dept.
Accountt. General.

Dated 20/2

S. Canara shd have
its due share of the total
annual Provincial
allotment for Roads -
but what is here proposed
seems to make a
large Provincial grant
for works which will benefit
no benefit except
the Coorg Planters -

x Mysore traders & Nos
local sums to be
passed after application of Provincial
Funds -

JL
24/1

What is the total amount we are now contributing to Local Fund Roads per Roads? It is (as I understand) a fixed amount - but in case ~~it~~ any later that it shall not be exceeded?

JL 24/1

Govt. of {1875} Madras.

Financial

To The Board of Revenue &c

Dated 11 {February 1875, No. 293}
Recd.

Nos. 137-9

Canara Circle-Estimates for the construction of bridges on certain roads in this Circle sanctioned, as also a special grant for the purpose of Rs 16,125 from Provincial funds & the question of increasing the tolls on the roads leading into Kingsore and Coondapoor to be considered if the Board desire it.

Transmitted for the orders of H.E. the Governor in Council.

Whether the Estimates may receive the sanction of Government?

Assistance proposed & the Public Works Secretary

Dy 1