M.R.O. 1—77,006—8-6-31.

(1) Number of pages 24

(2) Date of repair 2-10-40.

(3) Initials of the Referencer GP

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No.	984	Press Mis.
26-28		26-28
Dated	3-5-	1875.

12/13

Not to be folded or roughly handled

Northern Trunk Road.

Read the following papers :—

No. 26. Proceedings of the Board of Revenue, dated 21st April 1873, No. 2378, (Miscellaneous).

Read the following letter from R. J. MELVILLE, Esq., Acting Collector of Vizagapatam, to J. GROSE, Esq., Secretary to the Board of Revenue, dated 19th March 1873, No. 421.

Referring to G.O., No. 114, dated 22nd January 1873, I have the honor to inform you that the amount required for metalling the earth-work done to the Trunk Road last year with the Famine Relief Grant is estimated by the District Engineer at Rupees 35,006. A further sum of Rupees 35,942 would be required for metalling the earth-works completed on the same road at other times. The total cost of metalling all the earth-works hitherto made thus amounts to Rupees 70,948.

2. From the enclosed copy of the District Engineer's letter, it will be observed that the Trunk Road is at present a mere fair-weather track. It will also be seen that about twenty miles of the road at the Chicacole end are quite unmade.

3. I therefore beg to repeat my request that Government may be moved for a grant-in-aid from the Imperial Funds to the road in question, taking into consideration the smallness of the income available from Local Services in this district. This road, though spoken of throughout its length as the Grand Trunk Road from Madras to Calcutta, has never been a road. No part of it has ever been thoroughly completed ; a bit has been patched up here and there, and a few culverts built over some of the smaller drains. I have experience of this road in every district from Madras to the Ganjam frontier, and in parts of its length it would puzzle any one to point out which of several tracts is the Grand Trunk Road. To call it a road is a misnomer ; it should appear in the Budgets as "Proposed Road from Madras to Calcutta."

From Major J. BEATTY, R.E., District Engineer, Vizagapatam, to R. J. MELVILLE, Esq., Acting Collector of Vizagapatam, dated Waltair, 17th March 1873, No. 603.

In returning herewith the G.O., No. 114, of 22nd January 1873, which accompanied your letter, No. 111, of 6th ultimo, I have the honor to inform you that the total length of earth-works completed from Relief Work Funds was 21 miles and 380 yards ; in addition to this there are 21 miles and 1,377 yards of earth-works previously completed and also going to ruin by want of metalling ; and the remaining 53 miles and 3 yards of road have been gravelled at various times, but are always in an unsatisfactory state of repair owing to the heavy traffic on the line to which a gravelled surface is quite unsuited.

2. The cost of metalling* the pieces of earth-work (21 miles and 380 yards) constructed from Relief Work Funds would be Rupees 35,006 ; the cost of metalling† *all* the earth-works hitherto completed but not yet gravelled or metalled (21 miles and 380 yards done from the Relief Funds, together with 21 miles and 1,377 yards done at other times, making a total of 42 miles and 1,757 yards) would be Rupees 70,948, and the cost of completing the metalling of the whole 96 miles (21 miles and 380

* At 15 Annas per R. yard, with broken stone and a top coating of gravel including superintendence and contingencies.

† At 15 Annas per R. yard.

yards of earth-works done from Relief Funds, 21 miles and 1,377 yards of earth-works done at other times, and 53* miles and 3 yards, which have been imperfectly metalled) from Tuni to within 20 miles of Chicacole, would be Rupees 1,40,910.

* At 12 Annas per R. yard.

3. I beg to suggest your taking this opportunity of again recommending to Government most strongly that, considering the small amount of Local Funds available in this district, this portion of the Trunk Road should be taken in hand and completed from Imperial Funds.

4. Until these 96† miles of road have been metalled throughout, the Trunk Road in this district must be regarded as a dry weather bandy track, utterly unfitted for rapid wheel traffic, and frequently quite impassable during the rainy season.

† In regard to the remaining twenty miles of road towards Chicacole and the state of the bridging, please see my letter, No. 348, of 13th November 1872.

Submitted to Government with reference to G.O., 22nd January 1873, No. 114, Financial Department.

(True Copies and Extract.)

(Signed) J. GROSE,
Secretary.

No. 27. Proceedings of the Board of Revenue, dated 22nd September 1873, No. 6264 (Miscellaneous).

Read the following letter from J. R. DANIEL, Esq., Acting Collector of Vizagapatam, to H. E. STOKES, Esq., *Acting Secretary* to the Board of Revenue, dated Vizianagram, 8th September 1873, No. 1330.

The District Engineer requested me to place at his disposal a sum of Rupees 10,000 for the present, towards metalling portions of the Trunk Road which is in a very bad state in this circle.

2. Mr. Melville, in his letter, No. 421, dated 19th March 1873, brought to the notice of the Board the present sad condition of the road throughout the district, and requested sanction for a grant from Provincial Funds for putting it in an efficient state and completing the twenty miles of the road quite unmade at the Chicacole end. The Board submitted the letter to Government for their consideration with their Proceedings, Miscellaneous No. 2378, dated 21st April 1873, and the orders of Government have not yet been received.

3. It has been already pointed out that this road has never been completed, and I would therefore ask the Board to urge upon Government the necessity of the grant formerly applied for, and that at least Rupees 10,000 may be immediately placed at our disposal.

4. Earth-work was thrown up along the road last year from Famine Relief Funds, and it is very important that the metalling should be put on without delay.

Submitted to Government with reference to G. O., 22nd January 1873, No. 114, and Board's Proceedings, 21st April 1873, No. 2378, Miscellaneous.

(True Copy and Extract.)

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

No. 28. ORDER THEREON, 3rd May 1875, No. 984.

Recorded, with reference to G.O., dated 18th March 1874, No. 444, Financial.

(True Extract.)

Officiating Chief Secretary.

To the Board of Revenue.

Exd. T. O'Connor.

Govt. of {1875} Madras.

FINANCIAL.

To THE BOARD OF REVENUE.

Dated May 3rd.

Issued

Recd.

Encl.

G.O., 3rd May 1875, No. 984.

MAY.
Nos. 26—28.

Northern Trunk Road.— Proceedings of the Board of Revenue, regarding the provision of funds for metalling the Grand Trunk Road from Madras to Calcutta, recorded with reference to G.O., dated 16th March 1874, No. 444.

15.

Miscellaneous No. 2378 Revenue Department

Proceedings of the Board of Revenue
Dated 21st April 1873.
Read the following.

No. 421.

From R. J. Melville Esquire
Ag. Collector

To J. Grose Esquire
Secretary to the Board of Revenue
Fort St. George

Sir,

Referring to G. O. No. 114 dated 22nd January 1873, I have the honor to inform you that the amount required for metalling the earth-work done to the Trunk Road last year with the Famine Relief Grant is estimated by the District Engineer at Rs. 35,006. A further sum of Rs. 35,942 would be required for metalling the earth-works completed on the same road at other times. The total cost of metalling all the earth-works hitherto made thus amounts to Rs. 70948.

2. From the enclosed copy of the District Engineer's letter, it will be observed that the

Trunk

Trunk road is at present a mere fair weather track. It will also be seen that about 20 miles of the road at the Chickacole end are quite unmade.

3. I therefore beg to repeat my request that Government may be moved for a grant-in-aid from the Imperial Funds to the road in question taking into consideration the smallness of the income available from Local Services in this District.

This road, though spoken of throughout its length as the grand Trunk Road from Madras to Calcutta, has never been a road. No part of it has ever been thoroughly completed, a bit has been patched up here and there, and a few culverts built over some of the smaller drains. I have experience of this road in every district from Madras to the Ganjam frontier, and in parts of its length it would puzzle any one to point out which of several tracks is the grand Trunk Road. To call it a road is a misnomer; it should appear in the Budgets as "Proposed road

road from Madras to Calcutta".

I have &c.

Vizagapatam
19th March 1873

(Signed) R. J. Melville
Ag. Collector.

Submitted to Government with reference to Government Order, 22nd January 1873. No 114, Financial Department.

(True copy & Extract)

J. Grose
Secretary.

To

The Chief Secretary to Government
Financial Department
with copy of Enclosure.

Copied by [illegible]

District Engineer's Office
Waltair 17th March 1873.

No. 603.

From

The District Engineer
Vizagapatam

To

The Collector of
Vizagapatam

Sir,

I am returning herewith the G. O. No 114 of 22d January 1873, which accompanied your letter No 161 of 6th ultimo, I have the honor to inform you that the total length of Earth-works completed from Relief work funds was 21 miles and 380 Yards; in addition to this there are 21 miles and 1377 Yards of Earth-works previously completed and also going to ruin by want of metalling; and the remaining 53 miles and 3 yards of road have been gravelled at various times, but are always in an unsatisfactory State of repair owing to the heavy traffic on the line to which a gravelled surface is quite unsuited.

The

Rd. 22 January 1873. No 113-44.

Financial 1872-73 Relief
Proceedings of the
Board of Revenue

Dated 21st April 1873.
Rd. 22-

Answer
Vide Memo No 2378
dated 25 April 1873.
No 984/75

Submitting to Government
Letter from the Dist. Collector
Vizagapatam, requesting
that Govt: may be moved
to grant funds for the
service specified in the
Annexure to the Board's
Proceedings dated 26
March 1873.

2. The cost of metalling the pieces of earth-work (21 miles and 380 Yards) constructed from Relief work funds would be Rupees 35,006; the cost of metalling all the Earth works hitherto completed but not yet gravelled or metalled (21 miles and 380 Yards done from the Relief funds together with 21 miles and 1377 yards done at other times, making a total of 42 miles and 1757 Yards) would be Rupees 70948, and the cost of completing the metalling of the whole 96 miles (21 miles and 380 Yards of earth works done from Relief Funds, 21 miles and 1377 yards of earth works done at other times and 5-3 miles and 3 Yards, which have been imperfectly metalled) from Tuni to within 20 miles of Chicacole, would be Rupees 140,910.

× at 15 annas per R Yard.

* with broken Stone and a top coating of gravel including superintendence and contingencies

⊛ at 15 annas per R Yard

⊛ at 12 annas per R Yard

3. I beg to suggest your taking this opportunity of again recommending to Government most strongly that considering the small amount of Local Funds, available in this District, this portion of the Trunk Road should be taken in hand and completed from Imperial funds.

4. Until these 96 miles of road have been metalled throughout, the Trunk Road in this District must be regarded as

√ As regard to the remaining 20 miles of Road towards Chicacole and the State of the bridges, please see my letter No 348. dt. 13th November 1852.

as a dry weather laundy track, utterly unfitted for rapid wheel traffic, and frequently quite impassable during the rainy season.

I have &c.

(Signed) A. Beatty. Major. R.E.
District Engineer of
Vizagapatam

(True copy)
(Signed) R. J. Melville
Actg. Collector.

(True copy)

J Grose
Secretary.

Copied by J. Sadasiva

Revenue Department

Miscellaneous No. 6264

Proceedings of the Board of Revenue
dated 22nd September 1873

No. 1330 Read the following

From.

J. R. Daniel Esqre.
Acting Collector

To,

H. E. Stokes Esqre.
Acting Secretary to the Board
of Revenue, Fort St. George

Sir,

The District Engineer re-
-quested me to place at his disposal
a sum of Rupees 10,000 for the present
towards metalling portions of the Trunk
Road which is in a very bad state
in this Circle.

2. Mr. Melville in his letter No. 121,
dated 19th March 1873, brought to the
notice of the Board the present sad
condition of the road throughout

Enclosure in Board's
Proceedings to
the Chief Secretary to Government
Financial Department
dated 21st April 1873 No. 2378.

Suggesting that Government
Sanction may be obtained for
metalling the Trunk Road
from the Chingleput Limits, as
the amount available from
the Local Funds of the District
of Nizamapatam is very small

the District, and requested sanction for a grant from Provincial funds for putting it in an efficient state and completing the 20 miles of the road quite unmade at the Chicacole end. The Board submitted the letter to Government for their consideration with their Proceedings Miscellaneous No. 2378 dated 21st April 1873, and the orders of Government have not yet been received.

3. It has been already pointed out that this road has never been completed and I would therefore ask the Board to urge upon Government the necessity of the grant formerly applied for and that at least Rupees 10,000 may be immediately placed at our disposal.

4. Earthwork was thrown up along the road last year from Famine Relief Funds, and it is very important that the metalling should be put on without delay.

I have &c.

Camp Vizianagram
8th September 1873

(Signed) J. R. Daniel
Acting Collector

Submitted to Government with reference to Government Order 22nd January 1873 No. 114 and Board's Proceedings 21st April 1873 No. 2378 Miscellaneous.

True copy & Extract

H. Elton
Acting Secretary

To, The Chief Secretary to Government
Financial Department

15

C. Narasimhachari

The total assignment for Roads & Miscellaneous ~~Services~~ Public Improvements for 1870-71, as shown in the Decentralisation order, ~~was~~ was Rs 12,30,930.

The expenditure on Communications in that year according to the Controllers appropriation accounts was Rs 10,56,349.*

According to the P.W.D. Annual progress reports the expenditure from Imperial funds in 1870-71 on Communications in the Vizagapatam district was Rs 31,685.†

The allotments for the years 1873-74 from Provincial funds for roads and establishment in the

* Excluding a sum of Rs 4,83,485 Expended in previous year on famine relief works and adjusted in 1870-71

† Vizagapatam
New Works 3702
Repairs 27983
31,685

(8)3
Finance Dept.
Proceedings of the Board of Revenue
Madras, 22nd Dec. 1871264

Dated 22nd Dec. 1871
Read 22-12-71
Rec'd 24-12-71

No. 904/58

No 1738

Submitting to Govt. letter from Collr. of Vizag. requesting Grant for metalling the trunk road.

No 24

No 2

Vizagapatam District was as follows:-

	Roads	Establishments	Total
Vizagapatam	13,000	6,500	19,500
Narsapatam	13,000	2,160	15,160
	26,000	8,660	34,660

The reply from Vizagapatam G.O. d/27 Sept 1872 No 1285 calling for a report on the contribution of the Northern Trunk Road.

Replies to the above G.O. have been received from all districts called on except Godavery - a reminder has been sent and this application might perhaps be allowed to lie over till the decision of the general question.

Of the papers to be returned to Madras a memo will be sub-

mitted as soon as the reply from Godavery has been received.

19

Statement & extract from Chairman's letter respecting application from Nagapatam for funds for Trunk Road

Wells 19/4/73

Extract from Great Northern Road.

In orders

In their proceedings d/21st April 1873 and 22d Sept 1873 the Board of Revenue forwarded an application from the Collr of Vizagapatam for a grant of Rs 10000 from Provincial funds towards metally a portion of the Great Northern Trunk Road the earthwork of which had been made from Famine funds.

On papers being for reference with others in connection with a discussion regarding the necessity of completing the ~~Trunk~~ Great Northern Road which ended in the issue of G.O. d/15th March 1874 No 444 the effect that the development of rail and sea facilities of communication rendered it unnecessary to proceed with the road on the extensive scale originally proposed and that it would be left to Local Boards to deal with the road as they considered best for the interests of their respective circles.

The Distribution of the Provincial

for 1874-75 had been effected to a great extent
before this order was issued but
as there was the special feature
in this case that the money was
wanted to prevent the deterioration
of the work already performed
I wished to see if there was any
chance of the any funds being
available. The funds for 1875-76
however being even less than
were available for 1874-75 it
seems useless to keep the
application undisposed of and
the following order is proposed

"The Secretary have been unable
to allot any funds in accordance
with the application contained
in the papers above recorded
and as they see no prospect of
being able to do so
at any future period to Board
Board must make their own
arrangements as directed in
L.O. 5/6 March 1874 24464.

Read Rec. No 735-737

Order 16/4

Minute thereon
3rd May 75 No 904
Secretary Letter of
16 March 74 No 6666
Thereon noted

Orders

Great Northern Junction Road.

I am unwilling to do
more than record
work & must request
the engineer to call
the Board to mind
the Board to
to Perlet ...

Drafted
Lord W. Stewart

Northern Junction Road

21/4 16 Rec: 6 Dec

To Board of Rec 6 Dec 20/4/5

Govt. of {1875} Madras.

Tank

G.O. 3rd May. 1875. No. 984

Nos. 26–28.

~~Northern~~ Western Trunk Road. Provs: of the Board of Revenue regarding the provision of funds for metalling the grand trunk road from Madras to Calcutta, recorded with reference to G.O. of 16th March 1874 No 444.