Local & Muni. (1895-) Department.

PRINTED.

G.O., No. 1357 L.

DATED 1st Augt 1895

[Despatch Abstract.]

Road.

Ordering, with remarks, the transfer of the ---from Calicut to Gudalur to the charge of the District Boards of Malabar and Nilgiris within whose limits it lies.

PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Local & Municipal Dept.
CURRENT No. 1320

To

His Excellency the Governor in Council,

Fort St. George,

MADRAS.

The humble Memorial of the undersigned Merchants, Traders, and others interested in the trade between Calicut and Wynaad Talugs,

27 MAY 1895
GOVERNMENT OF MADRAS

RESPECTFULLY SHEWETH,

That Your Excellency's Memorialists have heard with much dismay that it is contemplated to hand over to the Local Fund Department, the Calicut-Vaytri and Vaytri-Goodalore roads which are at present maintained by the Public Works Department. That Memorialists have grave and well founded apprehensions that the proposed transfer will be to the serious disadvantage of these two highly important communications between the Coast and the Wynaad.

That for 5 years, from 1879 to 1885, the Local Fund Department was entrusted with the maintenance of these two roads which, as a result, fell into such an hopeless condition of disrepair and uselessness that they had as a matter of necessity to be handed back to the Public Works Department. During the 5 years alluded to, complaints from Planters, Merchants and the general public used to be loud and continual, and they ceased only when the Local Fund Department was relieved of what had proved to be in its case an excessive burden.

That these two communications differ materially from all others in the District. They run through mountainous country and along localities where labour is by no means as cheap as in the plains. They are continuously used throughout a great portion of the year for heavy wheeled traffic, and although Memorialists have no statistics by them, they feel justified in maintaining that the development of new industries and the resuscitation of old ones now going on in the Wynaad province cannot but result in the two roads mentioned being subjected to a still heavier strain. During the monsoon these two roads suffer considerably from the exceptionally heavy rainfall, the average annual amount whereof is very nearly 200 inches, the next heaviest fall in this District (in Cherakal Taluq) being about 70 inches less.

That consequent on the above state of affairs, these two communications have necessarily to be maintained by reasonably liberal allotments. Such liberality the Local Fund Department cannot possibly indulge in, considering its limited income and the numerous demands it has to meet. That the income derived from tolls collected on these two roads would by itself fall very far short of the amount required for their upkeep.

That at the same time, Memorialists would respectfully point out that the immense benefit conferred on the public and the State by these roads is not to be overestimated.

That since previous experience has shown, and since its present condition implies, that the Local Fund Department is unable to maintain these two roads as well as could be desired, Your Excellency's Memorialists most humbly protest against

Date.

the proposed transfer and beg that the roads may continue to be maintained as now by the Public Works Department. That Your Memorialists are all directly or indirectly interested in the trade between Wynaad and the Coast, and as a single season of bad roads would be more than sufficient to effect considerable if not entire ruin to any and several of them, they most earnestly and respectfully beg that their prayer may be granted.

For which act of gracious justice, Your Excellency's Memorialists shall as in duty bound,

EVER PRAY.

LOCAL AND MUNICIPAL DEPARTMENT.

Local & Municipal Dept.
CURRENT No. 1502

9

From

Certain Merchants & Traders
Calicut.

Abstract

No.

Dated —

Received 29/5

Enclosures—

SUBJECT.

Protesting against the transfer to the L-F Deptt of the Calicut Godalur roads which are at present maintained by the P.W.D.

10

Dist Board Dist Engineers office
Malabar Calicut 9th april 95

Lr no. 78 of 95. Office note
D B E.D

To.
The President Dist: Board.
malabar

With reference to your endorsement dated 5th april 95 on G.O. no. 554 L mis: dated 22nd march 95 herewith returned, I have the honor to make the following remarks. The length of the road in question in the Malabar District is as follows:—

On the plains	24	miles	2 furlongs.
Ghat section	11	"	6 "
Unpaid	21	"	" "
Total	57	"	"

2 The following Public works department — maintenance Sheds are on the road.

2 at Karumdur
1 at Venakatt
2 at Tamblecherry
1 at Pudupady.

Overseers Shed and Store at Lakadi, Shed at Kodapah Meepady.

Bandy Stands at Adivaram
" " at Talipaya
Cooly lines at Pudupady
" " Tagarapady.

3 The amount spent by the D. P. W. in Malabar has been about ~~Rs.~~ Rs. 28000 annually.

The amount spent annually on the maintenance of Sheds &c has been about Rs 1700 annually out of the 28,000 Rs. I think that if we took over the road and Sheds, we Could maintain the Sheds &c for Rs 640 annually according to the undermentioned proposals.

	Annual maintenance.	watchers pay annually
1 Shed at Tarumudur abandoning 1 Shed	50 Rs	Rs 24
1 Shed at Venakatt	Rs 50	Rs 24.
abandon Sheds at Tamblechery as we have accommodation there	"	"
1 Shed at Pudupady	60	48.
abandon Sheds at Lakadi & take all Stores &c to Vaythi where we have a Store		
1 Shed at Mapadi	Rs 120	84
Abandon Shd at Divaram and Telipoya bandy Stands as unnecessary (we have no such things on other roads).		
Cooly lines at Pudupadi	80	.
Do " at Tiganapadi	100	.
Total	460+180	= 640 Rs.

Therefore we can easily bring down the amount spent on Sheds from Rs 1700 to 640 annually by abandoning unnecessary buildings.

The D. P. W. have 4 years materials in advance Counted in the Lapsed and 2 years materials in advance on the plains. The road is in good order throughout. The bridges and Culverts are also in good

Rs 1200 should be allowed, Some years those would Cost only one or two hundred Rupees but the yearly average through a long series of years would I think be about Rs 1200 annually on the 57 miles of road.

Therefore as above Sheds and Cooly lines with watchers would Cost annually ——— Rs 640 — —

Bridges and Culverts ——— Rs 1200 — —

Total Rs 1840 — —

The question of Road maintenance then Comes forward. The D. P. W. did not have a mileage grant but spent the money where they pleased; that the grant is excessive is shown by the accumulations of metal on the road, which they have positively not been able to use. Looking through their estimate, I find that the metal was apportioned as follows last year.

From 3/6 mi. to 12/0 13,311 Cft at 10 Rs or 493 C. yards or near 8 C yards per furlong Cost ——— Rs 1331.

" 12 to 19. 10584 Cft at 11 Rs or 395 C yds — 10 C. Rs 1164

" 19 to 24 — 7560 Cft — 12 Rs — 280 " — 7 - Rs 907

" 24 to 28 — 10800 Cft — 14 Rs — 400 " 13 - Rs 1512

" 28 to 33 - 14688 Cft - 16 Rs — 544 " 13 — Rs 2350

" 33 to 39 - 12960 Cft at 15 Rs - 480 " 10 " Rs 1944

Total 2592 C yds Total Cost Rs 9208

The above is therefore the total amount of metal Collected annually or the approximate amount annually Costing the D. P. W. Rs 9208. Our rates would be not more than an overall of Rs 2-6 — per C yard throughout the road. Therefore the same amount or Rs 2592 C yards of metal 1½" Cube would Cost this department Rs 6156 annually or Rs 3052 less. But this amount is an exorbitant amount, as the large surplus of metal which the D. P. W. have been unable to utilize on the road shows, and I think that the amount should be 4 C yards annually per furlong, this would be say 2000 C yds on the whole road. The plains would take say 4 C yds per furlong and the ghat 6 and the upgrad about 2 C yds as the traffic here is very light on portions. The 2000 C yds would Cost this department about Rs 5000 annually to Collect and then we have the spreading charges and Consolidating charges, which would be heavy on this road as the old metal would have to be all picked up first and then the new metal spread and then Consoli-

There is no Comparison between spreading and Consolidating on this hard metalled road with spreading and Consolidating on a mud road. The Cost of spreading and Consolidating would therefore be Rs 875 or say Rs 1000 to be on the Safe Side.

The Charges enumerated above would then be:

Maintenance of Sheds	Rs 640.
do Bridges	Rs 1200.
Collection of metal	Rs 5000.
add Collection if wanted required anywhere specially on road	Rs 1000
Spreading and Consolidation	Rs 1000.
add spreading to of D. P. W. metal annually until exhausted for 5 years	Rs 500—
Total	Rs 9340

The remaining charges are land slips clearing jungle, clearing drains to Sections road. Repairing revetments on ghat and elsewhere.

Annual Charges.

Land Slips on ghat & elsewhere annually.
If these occur on ghat the whole road is spoilt & heavy repairs are required Rs 600-
Repairing revetments on road annually Rs 600-
clearing heavy jungle on about 40 miles at 40 Rs a mile Rs 1600

Clearing side drains & lead off drains on 57 miles of road at 20 Rs ——— 1140.

Sectioning road in places 10 Rs a mile for 57 ——— Rs 570.

Total Rs 4510

add charges above Rs 9340

Rs 13850

Probable unforeseen charges allow — Rs 2650.

Total Rs 16500

I would therefore Condense the above and Consider that the annual grant should be as follows:

24 miles 2 furlongs at 300 Rs per mile = Rs 7275

8 — " 350 ——— = 2800

24 — 6 ——— 260 ——— = 6425

16500 about

Leaving out bridges the Board Could budget Rs 15500 annually for Road maintenance and sanction bridge estimates as they occurred, the annual average of these would be about Rs 1200 —

I am unaware of the amount (Gross) of all Collections on the road but Consider that if Government would no be Contribute the difference between tole Collections — Rs 11500 annually

the Board the Board Could take it over.

One overseer extra will be required with head quarters at Vaytri on Rs 50+30 per mensem Consolidated allowance to Com-pensate for keeping allowance. This would mean an additional charge to Establishment of Rs 960 annually and perhaps the Government should Contri-bute the difference between Rs 16500 + 960 = 17460. and the amount of tolls on Road.

The taking over of this road would put our establishment percentage on a better footing, as the expenditure to Cover the Cost of the new overseer post would be only Rs 960 × 5 = 4800 Rs. and the difference between this 4800 and Rs 16500 = Rs 11700 would go to reduce the rest of the present Establish-ment percentage.

Sdy. W. E. Underwood
A/ Dt Engineer D
Malab

(True Copy)

T Varadarao

for President

1/1511 L/95

17 1482

Extract from the Proceedings of the Dt. Board. malabar. at the meeting held at Calicut on the 11th may 1895

Present.

H. Moberly Esq — President.

1 J.T. Gillespie Esq — ag Spl asstt Collector.

2 Surgeon major. H. St. C. Carruthers. Dt medi. -cal & Sanitary Officer

3 mR Q Kunaran aul

4 " J L. Kumarasami naidoo aul

5 " Panangat narayana menon aul

6 " P. Sreedharan nambudri aul

7 " C. Kerw Muppan aul

8 V.C. Assoo Sahib Bahadur

9 mR Q - S. Ananta Patter aul Tahsil -dar Coalewanad.

10 K S. moidu Sahib Bahadur

11 mR Q - P. Unni Kutti Kidavu aul

12 " V. Kunhi Raman nayanar aul

13 Revd J.L. Ineichman.

× × ×

Supplemental

× × ×

71 Read G.O dated 22nd march 95. no 554 L. mis regarding the transfer of the Calicut-Vazhiri road to the manage-

of the District Board, and

office note from the Dt Board Dist. Engineer dated 9th April 95 Reg on Ord. 78 DBED offering his remarks on the above Scheme.

The Board is willing to take over the Calicut - Vaythiri road, provided it is allowed to keep up the existing toll gates, and provided Government will assist the Board either by giving an allotment or by taking over the maintenance of the Cannanore Coorg road which is a military road.

C. H. Moberly
President

True Extract.

T. Varadarajan
Dor President

Received 1-5-95

Ex Clerk 2/15/11/95

LOCAL AND MUNICIPAL DEPARTMENT.

Again G.O. d/ 22. 3. 95. No. 554 L.
and Current Nos. 1322 L., 1500 L. and 1511 L.

From the Presidents of the District Boards of Nilgiris and Malabar and certain merchants of Calicut.

FOR ORDERS.

Reserved
Reserved may be made over to the Dt Bds from April 1, 1896 — the Nilgiris Bd. shall have to give the Nilgiris Bd. an addl. grant, the amt. of which will have to be determined with ref. to the toll collection on that part of the road, which the Nilgiris Bd. is entitled to. Mr. Ind. budget is entitled. I don't think any grant should be needed by the Malr. Bd. Nor do I see why Govt. should take over the Cannanore — Coorg Road — This Bd. has increased its expenditure under grant III by more than Rs 11000 this year as compared with 93-94. It must maintain its roads first & foremost afterwards

DH
25/7/95

Nevertheless, in view of the urgent representations made to Govt. in 1882 as to the best means of placing and maintaining the main lines of communication in the Wynaad in a satisfactory condition for the increased and heavy traffic expected in connection with the gold mining and planting industries, the resumption by Govt. from the Local Fund Deptt, of the road from Méttupálayam to Gúdalúr was approved in G.O. d/ 6 June 1882, No. 1416 W. and for the same the road from Calicut to Gúdalúr was transferred to the P. W. D. for maintenance section by section, under the following orders. —

In Malabar { From Calicut to Vayittiri - 35 miles under G.O. ~~1565~~ VIII 1880 / 18.5.85
From Vayittiri to Sholadi - 22 miles under G.O. 330L. / 15.2.90.

In N.Nilgiris { From Sholadi up to the junction with the Mysore - Karkúr ghat road, 18 miles } under G.O. 331L. / 15.2.90
From the above junction to Gúdalúr, 7 miles } under Para. 47, item 1 of the Presidents' letter printed at page 14 of G.O. 498L. / 7.3.91 and para. 3 of his letter in G.O. 2725L. / 21-11-92.

The last portion does not appear to have been formally transfered to the Public Works Deptt; but it is probable that the sanction accorded in G.O. 331L. / 15.2.90 is construed as covering this portion also. Please see also G.O. no 1492W / 6.6.89 in G.O. no 1517L / 15.7.89 which sanctions the estimate for the repair of the whole road.

2. In his letter referred to the Local and Municipal Deptt. for remarks, with Public Works Deptt. Endorsement No. 976 C. d/ 11th March 1895 (in G.O. 554L. / 22.3.95) the Superintending Engineer, IV Circle supports the proposal made by the Executive Engineer, West Coast Division, [illegible] reasonable that future length of the road [illegible] ancillary to Gúdalúr should be [illegible] back to the District Boards, [illegible] in whose limits it is situated, as the necessary

× This G.O. orders the transfer. G.O. no 2612L / 1-3-86. cancels it but apparently only so far as relates to the question of toll.

necessary improvements have been completed from Provincial funds and as there is no need to maintain it from those funds at a large annual outlay so as to make it fit for heavy traffic (four-wheeled vehicles to carry machinery) since the gold mining companies and coffee estates have most of them failed, ~~are often the latter~~, and it is sufficient to maintain the road in an efficient state for the light traffic (ordinary country bandies) which now pass over it. In his note thereon, d/9 March 1895, the Chief Engineer strongly advocates the proposed transfer and states that ~~no special and exceptional~~ circumstances exist in connection with the [redacted] special treatment and that they (Wynaad roads), ~~which~~ should, therefore, be maintained by the District Boards like the roads in ~~any~~ other districts. He is further of opinion that if the funds at the disposal of the District Boards concerned are not sufficient for the proper maintenance of the road, it may

be a matter for consideration whether a grant-in-aid should be given or not, but that there is no reason why the actual work should be undertaken by the P. W. D.

3. The proposal above referred to, was referred to the District Boards of Malabar and Nilgiris for remarks — and Cur. Nos. 1322 L. and 1511 L. — read above, contain their replies. The Nilgiri Board states that although it would prefer to leave the work, as hitherto, in the hands of the P. W. D., it must follow the Malabar Board in this matter, as the main portion of the road lies within the jurisdiction of that Board, and that if the Malabar Board undertakes to maintain its portion, it will be prepared to follow suit, provided it receives a contribution from Provincial funds of Rs. 300 a mile, which is the estimated cost of maintenance. The Superintending Engineer considers this a sufficient rate

in future, against Rs. 600 a mile, which from the Executive Engineer's letter appears to be the amount now spent by the P. W. D. In forwarding this resolution of the District Board, the President observes that the Board is even now living on the grant which, under the peculiar circumstances of the district, the Govt. considers it fair to give, that without an additional grant the Board will find it exceedingly difficult to maintain the road in the good condition in which a main trunk road of its importance should be kept up and that in the event of there being no grant, much of the money which the P. W. D. has spent on the road may prove to have been wasted. The District Board is expected to close the year 1895-96 with no balance whatever, notwithstanding a grant of Rs. 92,000 expected from Provincial funds — Vide G. O's d/ 2 nd. March 1895, No. 373 L. and 23 rd. March 1895, No. 928 L. The Malabar District

* The budget as revised by government closes with a balance of Rs 2500 available for general purposes

Board states that it is willing to take over the portion of the road within its limits, provided it is allowed to keep up the existing toll gates and provided the Govt. assists it either by giving an allotment or by taking over the maintenance of the Cannanore – Coorg road, which is a Military road. The future cost of maintaining the 67 miles of the road in the district is estimated by the District Board's Engineer at Rs. 17,460 or about Rs. 300 a mile, against Rs. 625 a mile now allotted by the P.W.D. and deducting from this the receipts from tolls amounting to Rs. 12,000, there will be a balance of Rs. 5,460, which has to be provided by the District Board and which it requests Govt. to contribute, on the ground that the present receipts of the Local Boards are quite inadequate to meet the existing charges. According to the budget for 1895-96 the Boards are expected to close the year with a balance of Rs. 7,900 or only

× This is exclusive of extraordinary charges, such as replacing bridges washed away etc.

only 2 per cent of the estimated receipts. C
Cannanore – Coorg road, the transfer
of which to Govt. is suggested by the
District Board as an alternative arran
-ment, is 31¼ miles in length and ha
been provided with an allotment of
Rs. 11,452 in the budget for 1895-96.

4. Cmr. No. 1500 L. read above is a protest from certain merchants of Calicut against the transfer of the maintenance of the road to the Local Fund Deptt.

V.R. 26/1/95 The transfer of the roads to the Boards would save more than half the amount yearly spent on their maintenance besides enabling the P. W. D. to make the rearrangements in the staff of the Malabar district proposed by the Examiner vide G.O. no 154W 21.1.95. It therefor seems advisable on ground of economy as well as on the general grounds named by the Chief Engineer. Some contribution towards maintenance would no doubt have to be paid from Provincial funds but this might be settled when their budgets for 1896-97 are reviewed, as

probably be the last date for the transfer.
It may be noted, however, in spite of the
reduction, that in framing his estimates
the Madras P. W. Engineer seems to have
made out as good a case as he could
for his Board while the Nilgiri Board
seems to have left the receipts of the
toll gate on the road out of consideration
altogether. The total grant need not therefore
be much more than Rs 6000 apparently.

The proposal that Government should
take over the Cannanore-Coorg road does
not seem to have much to recommend it.
It has nothing. If contributions seems
in either case to be necessary.

GT
16-VII-

LP
23/7/95

× Amount not ascertainable here.

Sent in GO
1-8-95 No 1357

FOR ORDERS.

CS. 15

Read again GO. 554-L. 22.3.95

Read connects 1322. 1500. & 1511-L.

Order. 1-8-95-No. 1357-L

The road from Calicut to Gudalur will be transferred to the charge of the two District Boards within the limits of which it lies. The transfer will take effect from 1st April 1895.

2. The President of the Nilgiri District Board will be requested to report the amount of the toll-collections in each of the last three years on the section of the road that lies within the Nilgiri District in order that the amount of any additional grant from Provincial funds to the Board that may be necessary may be computed.

3. The Govt. do not consider that the Malabar Dist. Bd. has shown grounds why either a grant from Provincial funds shd. be made to it in consequence of this transfer, nor why the Govt. shd. take over the Cannanore-Coorg road as a set off to it. The Bd. should consider how its expenditure under this grants can be reduced in order that the additional charges now to be incurred may be met.

MP 22.4.95 No 301 71 (from orders). Dated 20/8/95

Proof Sheet sent to press

1st August 1895, No. 1357 L., Local and Municipal.

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

Read—again the following paper:—

G.O., dated 22nd March 1895, Mis. No. 554 L., Local and Municipal.

Read—the following papers:—

Note by the Chief Engineer, Public Works Department, dated Madras, 9th March 1895.

I am of opinion that the general principle already accepted by Government, that the construction and maintenance of district roads is the primary duty of the district board's engineering establishment, should be strictly enforced and only deviated from under special and exceptional circumstances.

2. Such circumstances do not appear to exist in the case of the Wynaad roads, and I see no reason whatever why a distinction should be made between them and the roads in any other district.

3. If the funds at the disposal of the district boards concerned are not sufficient for the proper maintenance of the roads it is a matter for consideration whether a grant-in-aid should be given or not, but there is no reason why the actual work should be undertaken by the Public Works Department.

(Signed) J. PENNYCUICK, Col., R.E.,
Chief Engineer, P.W.D.

From H. H. O'CONNELL, Esq., Executive Engineer, West Coast Division, to the Superintending Engineer, IV Circle, dated 18th February 1895, No. 79-S.E.

With reference to your No. 51-C, dated 5th February 1895, I have the honour to submit the following remarks with reference to paragraph 5 of G.O., dated 21st January 1895, No. 154 W.

2. From G.O., dated 6th June 1882, No. 1416 W., it is apparent that urgent representations were made to Government and to the Secretary of State for India (*vide* page 43 of the above Government Order) concerning the bad state of the roads in Wynaad and it was represented that the Gold-mining Companies who were then just starting operations in Wynaad could not get their heavy machinery from the coast over the roads and bridges in their then existing state.

3. The Local Fund Department had not funds to carry out the necessary improvements and Government eventually undertook to carry out the improvements by the agency of the Public Works Department.

Note.—It was anticipated that the Gold-mining Companies would contribute towards the improvements and maintenance of these roads.

4. The Gold-mining Companies failed one after another and I do not think that there is a single one in existence now in the Wynaad.

5. The primary object with which Government undertook the improvements to these roads—viz., to enable the Gold-mining Companies to get their heavy machinery on four-wheeled vehicles from the coast to the Wynaad—therefore no longer exists.

Vide paragraph 19 on page 8 of G.O., dated 6th June 1882, No. 1416 W.

6. With regard to the coffee industry, I believe that many estates have been abandoned and that the traffic along these roads is small and light compared to that anticipated when the improvements to these roads were first commenced. The improvements to the Calicut-Vayitri road were completed some years ago, and the improvements to the Vayitri-Gúdalúr road have just been completed.

7. It now remains for Government to decide (after considering the altered state of affairs since these works were commenced) whether they should spend Rs. 52,000 — Rs. 13,500 annually (the latter amount represents the toll collections on the roads) in maintaining these two roads (the combined length of which is 83 * miles) in an efficient state to carry heavy traffic (four-wheeled vehicles to carry machinery) or whether the roads should be handed back to the district boards within whose districts they lie to be maintained in an efficient state for the light traffic (ordinary country bandies) which now passes over them.

8. I am not acquainted with the state of the funds of the District Boards of Malabar and Nilgiris, but from the remarks contained in paragraph 40 of the report of the President of District Board, Malabar, embodied in G.O., dated 11th October 1894, No. 2005 L., and in paragraph 21 of G.O., dated 6th December 1894, Nos. 2541 and 2542 L., it would appear that the tendency is to reduce the grants under communications in order to increase those under education, sanitation, &c. If the district boards could be induced to be more liberal in their grants for communications and augment the tolls collected on these roads, I do not think they would have much difficulty in maintaining these roads (now that they have been thoroughly made) in an efficient state for light traffic.

9. The improvements to the last 12 miles of the Chundale-Myore road will not be completed until next December, but one of the present overseers could be put in special charge, and the Wynaad subdivision could be reduced, as stated in paragraph 54 of the Examiner's Inspection report of the West Coast Division, if the Calicut-Vayitri and Vayitri-Gúdalúr roads are made over to their respective district boards.

10. When the Chundale-Myore road is completed the services of the overseer in charge could be dispensed with also.

* 25½ miles lies in the Nilgiri district.

Note.—See G.O., dated 11th October 1894, No. 2005 L. The average cost of keeping roads in repair is said to be Rs. 93–9–4 per mile (paragraph 39, page 10) and the condition of the roads is said to be satisfactory (paragraph 40.)

The whole of the Rs. 13,500 tolls is collected in Malabar. Length of the road in Malabar is 57 miles.

Tolls alone will therefore give Rs. 237 per mile for maintenance and with the addition of another Rs. 50 per mile from district board they could be maintained in good order for light traffic. Along 25½ miles in Nilgiri district there is very little traffic and it is ridiculous spending Rs. 600 a mile in maintaining it.

(Intld.) H.O'C.

The improvements to this portion of Chundale-Myore road was undertaken at the urgent request of the planters to enable grain to be brought from Mysore for coolies on the plantations. The improvements are only intended to make the road passable for bandy traffic where it was impassable before. I have not the Government Order by me with Mr. Walch's remarks on this road, so cannot quote it.

(Intld.) H.O'C.

No. 93-W.

Copy forwarded to the Chief Engineer, Public Works Department, for consideration.

2. There seems to be no reason why the roads in question should be maintained by this department. A maintenance grant of Rs. 300 a mile would probably suffice for their upkeep now that their surface has become consolidated and they are no longer in the condition of newly-constructed roads which require considerable outlay on maintenance for the first few years.

26*th February* 1895.

(Signed) J. HANNAN,
Superintending Engineer, IV Circle.

No. 976-C

Referred to the Local and Municipal Department for remarks.

11*th March* 1895.

(Signed) J. PENNYCUICK, Col., R.E.,
Secretary to Government, P.W.D.

Order—dated 22nd March 1895, Mis. No. 554 L., Local and Municipal.

Referred to the District Boards of Malabar and Nilgiris for remarks.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

To the President, District Board, Malabar.
" " " Nilgiris.
" Public Works Department.

Read—also the following papers:—

From H. A. SIM, Esq., President, District Board, Nilgiris, to the Chief Secretary to Government, dated Ootacamund, 8th May 1895, No. 192.

In reply to G.O., dated the 22nd March 1895, Mis. No. 554 L., I have the honour to forward to you a copy of the resolution which the district board has passed on the subject.

2. The resolution explains itself and all that I need say, therefore, is that a very general opinion was expressed by the members of the board that, both on the ground of convenience and on the ground of efficiency, they would prefer that Government itself should continue to maintain the road. It was understood, however, that if Government withdrew its agency from the Malabar portion of the road, it was not likely to maintain an agency specially for the Nilgiri portion, and the Nilgiri Board, therefore, felt that the real decision of the case rested with the Malabar Board.

2. If the decision of Government is to withdraw its agency and throw the maintenance of the road on to the district board, it is hoped that the estimated maintenance allotment of Rs. 300 a mile will come with it. Government knows well that the Local Fund Board of the district is even now living on the Provincial grant which Government under the peculiar circumstances of the district considers it fair to make to it; to add to its expenditure, therefore, as is now proposed, means also, it is presumed, to add correspondingly to its receipts.

4. Without such a grant the board will find it exceedingly difficult to maintain the road in the good condition in which a main trunk road of its possible importance should be maintained, and much of the money which the Public Works Department has just spent on it may prove to have been wasted.

Enclosure.

Proceedings of a meeting of the District Board, Nilgiris, held on Friday, the 26th April 1895.

* * * * *

Read G.O., dated 22nd March 1895, Mis. No. 554 L., referring, for remarks, the Chief Engineer's note recommending the maintenance of the section of the Gúdalúr-Vayitri road, that lies within this district, by the Nilgiri District Board.

Resolution.—The board understands that it must follow the lead of the Malabar district in the matter, and that if the Malabar district undertakes the maintenance of the main portion of the road which lies within its borders, the Nilgiri district must necessarily follow suit for the small portion which lies within its borders; it is therefore prepared so to do provided that it receives a

contribution from Provincial funds of the Rs. 300 a mile which is the estimated cost of maintenance. The Board, however, expresses its opinion that it would prefer to leave the work as hitherto in the hands of the Government Public Works Department and not to take it over itself.

From certain Merchants and Traders of Calicut, dated — May 1895.

Abstract.—Protesting against the transfer to the Local Fund Department of the Calicut-Gúdalúr road which is at present maintained by the Public Works Department.

From H. MOBERLY, Esq., President, District Board, Malabar, to the Chief Secretary to Government, dated Calicut, 29th May 1895, Ref. on C. No. 865-L.F. of 1895.

With reference to G.O., Mis. No. 554 L., dated 22nd March 1895, I have the honour to forward herewith, for the information of Government, copy of a resolution of the district board passed at its meeting held on the 11th instant.

2. The District Board District Engineer (a copy of whose note is enclosed) estimates the cost of maintaining the 57 miles of the Calicut-Vayitri road in this district at Rs. 17,460 as shown below :—

	Rs.
Cost of maintaining 24 miles 2 furlongs at Rs. 300 per mile ..	7,275
,, ,, 8 miles at Rs. 350 per mile	2,800
,, ,, 24 miles 6 furlongs at Rs. 260 per mile ..	6,425
Salary of an extra overseer with head-quarters at Vayitri for supervising the road, at Rs. 50 pay + 30 allowance	960
Total ..	17,460

Towards this expenditure, the income from the five tolls on the above road has to be taken into account. The receipts from the above tolls during the last two years amounted to Rs. 12,420 and Rs. 12,275 and there appears to be no prospect of this source of income being augmented. To be on the safe side, the toll receipts may be estimated at Rs. 12,000. Deducting this amount from the sum of Rs. 17,460 estimated for by the Engineer, there is still a balance of Rs. 5,460 which has to be provided by the district board. At the time of preparing the budget, much difficulty was felt in balancing the district and the taluk board budgets. The present receipts of the boards are quite inadequate to meet the existing charges, and the district board consequently is not in a position to incur the above additional charge of Rs. 5,460. If, however, the Government will give a contribution equivalent to the above amount or take over the maintenance of the Cannanore-Coorg road, which is a military line of communication, then the board is prepared to take over the Calicut-Vayitri road as stated in the resolution. The sum of Rs. 17,460 estimated by the District Board Engineer represents only the normal expenditure for maintaining the road and gives an average mileage of Rs. 300 per mile. If any bridge is washed away or damaged (there are several bridges on the road) a special allotment will have to be made for reconstructing or repairing it. I understand that the Public Works Department was spending about Rs. 625 per mile on this road. The District Board Engineer's estimate is, therefore, less than half of what the Public Works Department spent. It will thus be seen that the contribution applied for by the district board is very moderate.

Enclosure.

Extract from the Proceedings of the District Board, Malabar, at its meeting held at Calicut on the 11th May 1895.

* * * * *

Supplemental.

* * * * *

7. Read G.O., dated 22nd March 1895, Mis. No. 554 L., regarding the transfer of the Calicut-Sholadi road to the management of the district board, and office-note from the District

Board District Engineer, dated 9th April 1895, Ref. on C. No. 78—D.B.E.D., offering his remarks on the above subject.

Resolution.—The board is willing to take over the Calicut-Sholadi road, provided it is allowed to keep up the existing toll-gates, and provided Government will assist the board either by giving an allotment or by taking over the maintenance of the Cannanore-Coorg road, which is a military road.

* * * * *

Order—dated 1st August 1895, No. 1357 L., Local and Municipal.

The road from Calicut to Gúdalúr will be transferred to the charge of the two district boards within the limits of which it lies. The transfer will take effect from 1st April 1896.

2. The President of the Nilgiri District Board will be requested to report the amount of the toll-collections in each of the last three years on the section of the road that lies within the Nilgiri district, in order that the amount of the additional grant from Provincial funds to the board that may be necessary may be computed.

3. The Government does not consider that the Malabar District Board has shown grounds why either a grant from Provincial funds should be made to it in consequence of this transfer or the Government should take over the Cannanore-Coorg road as a set-off to it. The board should consider how its expenditure under other grants can be reduced in order that the additional charges now to be incurred may be met.

(True Extract.)

for *Chief Secretary.*

To the Public Works Department.
,, President, District Board, Malabar.
,, ,, ,, Nilgiris.
,, Accountant-General.

Exd. A. Raitt.

Govt. of {1895} Madras.

LOCAL AND MUNICIPAL.

Issued

Recd.

Encl.

G.O., 1st Aug. 1895, No. 1357 L.

AUGUST.

Road.

Ordering, with remarks, the transfer of the — from Calicut to Gúdalúr to the charge of the District Boards of Malabar and Nilgiris within whose limits it lies.

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

Read—again the following paper :—

G.O., dated 22nd March 1895, Mis. No. 554 L., Local and Municipal.

Read—the following papers :—

Note by the Chief Engineer, Public Works Department, dated Madras, 9th March 1895.

I am of opinion that the general principle already accepted by Government, that the construction and maintenance of district roads is the primary duty of the district board's engineering establishment, should be strictly enforced and only deviated from under special and exceptional circumstances.

2. Such circumstances do not appear to exist in the case of the Wynaad roads, and I see no reason whatever why a distinction should be made between them and the roads in any other district.

3. If the funds at the disposal of the district boards concerned are not sufficient for the proper maintenance of the roads it is a matter for consideration whether a grant-in-aid should be given or not, but there is no reason why the actual work should be undertaken by the Public Works Department.

(Signed) J. PENNYCUICK, Col., R.E.,
Chief Engineer, P.W.D.

From H. H. O'CONNELL, Esq., Executive Engineer, West Coast Division, to the Superintending Engineer, IV Circle, dated 18th February 1895, No. 79-S.E.

With reference to your No. 51-C, dated 5th February 1895, I have the honour to submit the following remarks with reference to paragraph 5 of G.O., dated 21st January 1895, No. 154 W.

2. From G.O., dated 6th June 1882, No. 1416 W., it is apparent that urgent representations were made to Government and to the Secretary of State for India (*vide* page 43 of the above Government Order) concerning the bad state of the roads in Wynaad and it was represented that the Gold-mining Companies who were then just starting operations in Wynaad could not get their heavy machinery from the coast over the roads and bridges in their then existing state.

3. The Local Fund Department had not funds to carry out the necessary improvements and Government eventually undertook to carry out the improvements by the agency of the Public Works Department.

Note.—It was anticipated that the Gold-mining Companies would contribute towards the improvements and maintenance of these roads.

4. The Gold-mining Companies failed one after another and I do not think that there is a single one in existence now in the Wynaad.

5. The primary object with which Government undertook the improvements to these roads—viz., to enable the Gold-mining Companies to get their heavy machinery on four-wheeled vehicles from the coast to the Wynaad—therefore no longer exists.

Vide paragraph 19 on page 8 of G.O., dated 6th June 1882, No. 1416 W.

6. With regard to the coffee industry, I believe that many estates have been abandoned and that the traffic along these roads is small and light compared to that anticipated when the improvements to these roads were first commenced. The improvements to the Calicut-Vayitri road were completed some years ago, and the improvements to the Vayitri-Gúdalúr road have just been completed.

7. It now remains for Government to decide (after considering the altered state of affairs since these works were commenced) whether they should spend Rs. 52,000 — Rs. 13,500 annually (the latter amount represents the toll collections on the roads) in maintaining these two roads (the combined length of which is 82 * miles) in an efficient state to carry heavy traffic (four-wheeled vehicles to carry machinery) or whether the roads should be handed back to the district boards within whose districts they lie to be maintained in an efficient state for the light traffic (ordinary country bandies) which now passes over them.

8. I am not acquainted with the state of the funds of the District Boards of Malabar and Nilgiris, but from the remarks contained in paragraph 40 of the report of the President of District Board, Malabar, embodied in G.O., dated 11th October 1894, No. 2005 L., and in paragraph 21 of G.O., dated 6th December 1894, Nos. 2541 and 2542 L., it would appear that the tendency is to reduce the grants under communications in order to increase those under education, sanitation, &c. If the district boards could be induced to be more liberal in their grants for communications and augment the tolls collected on these roads, I do not think they would have much difficulty in maintaining these roads (now that they have been thoroughly made) in an efficient state for light traffic.

9. The improvements to the last 12 miles of the Chundale-Mysore road will not be completed until next December, but one of the present overseers could be put in special charge, and the Wynaad subdivision could be reduced, as stated in paragraph 54 of the Examiner's Inspection report of the West Coast Division, if the Calicut-Vayitri and Vayitri-Gúdalúr roads are made over to their respective district boards.

10. When the Chundale-Mysore road is completed the services of the overseer in charge could be dispensed with also.

* 25 miles lies in the Nilgiri district.

Note.—See G.O., dated 11th October 1894, No. 2005 L. The average cost of keeping roads in repair is said to be Rs. 93-9-4 per mile (paragraph 39, page 10) and the condition of the roads is said to be satisfactory (paragraph 40.)

The whole of the Rs. 13,500 tolls is collected in Malabar. Length of the road in Malabar is 57 miles.

Tolls alone will therefore give Rs. 237 per mile for maintenance and with the addition of another Rs. 50 per mile from district board they could be maintained in good order for light traffic. Along 25½ miles in Nilgiri district there is very little traffic and it is ridiculous spending Rs. 600 a mile in maintaining it.

(Intld.) H.O'C.

The improvements to this portion of Chundale-Myore road was undertaken at the urgent request of the planters to enable grain to be brought from Mysore for coolies on the plantations. The improvements are only intended to make the road passable for bandy traffic where it was impassable before. I have not the Government Order by me with Mr. Walch's remarks on this road, so cannot quote it.

(Intld.) H.O'C.

No. 93-W.

Copy forwarded to the Chief Engineer, Public Works Department, for consideration.

2. There seems to be no reason why the roads in question should be maintained by this department. A maintenance grant of Rs. 300 a mile would probably suffice for their upkeep now that their surface has become consolidated and they are no longer in the condition of newly-constructed roads which require considerable outlay on maintenance for the first few years.

26*th February* 1895.

(Signed) J. HANNAN,
Superintending Engineer, IV Circle.

No. 976-C.

Referred to the Local and Municipal Department for remarks.

11*th March* 1895.

(Signed) J. PENNYCUICK, Col., R.E.,
Secretary to Government, P.W.D.

Order—dated 22nd March 1895, Mis. No. 554 L., Local and Municipal.

Referred to the District Boards of Malabar and Nilgiris for remarks.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

To the President, District Board, Malabar.
" " " Nilgiris.
" Public Works Department.

Read—also the following papers:—

From H. A. SIM, Esq., President, District Board, Nilgiris, to the Chief Secretary to Government, dated Ootacamund, 8th May 1895, No. 192.

In reply to G.O., dated the 22nd March 1895, Mis. No. 554 L., I have the honour to forward to you a copy of the resolution which the district board has passed on the subject.

2. The resolution explains itself and all that I need say, therefore, is that a very general opinion was expressed by the members of the board that, both on the ground of convenience and on the ground of efficiency, they would prefer that Government itself should continue to maintain the road. It was understood, however, that if Government withdrew its agency from the Malabar portion of the road, it was not likely to maintain an agency specially for the Nilgiri portion, and the Nilgiri Board, therefore, felt that the real decision of the case rested with the Malabar Board.

2. If the decision of Government is to withdraw its agency and throw the maintenance of the road on to the district board, it is hoped that the estimated maintenance allotment of Rs. 300 a mile will come with it. Government knows well that the Local Fund Board of the district is even now living on the Provincial grant which Government under the peculiar circumstances of the district considers it fair to make to it; to add to its expenditure, therefore, as is now proposed, means also, it is presumed, to add correspondingly to its receipts.

4. Without such a grant the board will find it exceedingly difficult to maintain the road in the good condition in which a main trunk road of its possible importance should be maintained, and much of the money which the Public Works Department has just spent on it may prove to have been wasted.

Enclosure.

Proceedings of a meeting of the District Board, Nilgiris, held on Friday, the 26th April 1895.

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(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Public Works Department.
" President, District Board, Malabar.
" " " Nilgiris.
" Accountant-General.

Exd. A. Raitt.

Govt. of {1895} Judicial August 1895, No.

LOCAL AND MUNI... Provi...

Issued

Recd. Encl.

G.O., 1st Aug. 1895, No. 1357 L.

AUGUST.

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DEPARTMENT

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GOVERNMENT.

MENT WITH DITTO.

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