[L. & M.
9,000-8-8-96.]

Local & Munl. (1896) Department.

MISCELLANEOUS.

G.O., No. 1962 L

DATED 22-10-96

INDEXED.

[Despatch Abstract.]

Contribution

Comg. to the District Board Bellary G.O. 7 D. directing that the — of Rs 50,000 made to the Dt. Bd. from Provl. funds for the improvement of roads in the district be met from savings under 43- Irrigation.

BACK PAPERS.

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

FURTHER PAPERS.

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

[L. & M. / 500—18-8-96.]

Local & Munl. (189) Department.

CURRENT No. 2825 L

96/Issue.

Order No. 1962 L mis. d/ 22-10-96

Communicated to the District Board, Bellary.

V.R. 21/10/96

WWS 22.10.96

From

The Financial Depth

No. 658

Dated 3/10.

Received 14/10.

Registered 14/10.

Enclosures 6.

Spare copies —

SUBJECT.

Directing that the grants of Rs 50000
made to the Bellary Dt Board from
Provl Funds for the improvement of
Roads in the district be met from
Savings under 43 Irrigation —
Minor Works & Navigation — Public
Works Depth.

To

The President, District Board,
Bellary

MSC.

Despd. 24/10/96

A 21/10
21/10

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

TION OF LAND.

, *September* 18, 1896.

ellency the Governor in Council hereby declares that and measuring 22·50 acres, be the same a little more or r the construction of a new Police Station and Lines at same Act, the Special Assistant Agent, Vizagapatam, ector under the Act and directed to take order for the

SCHEDULE.

oundaries of the land required to be taken up.	Extent to be taken up.
t, *Jeypore Taluk, Singapur Village.*	
it cuts the line drawn due north	ACS. 22·50

Financial Department

C.No.2242 L.

With reference to the Honourable Member's note , it is submitted that savings are available under the following heads:-

	Antici-pated savings	amount already allotted	amount avail-able
12.Registration Provision for re-grading Registrars and Sub-Registrars	43,000	9160	33,840
19.A Law & Justice Court of Law Additional Puisne Judge	12,800	5,707	7,093
43.Minor Works & Navigation Cooum improvement scheme	600,000	X 249,000	351,000

As half a lakh is required it will be preferable to reappropriate from 43, Minor works and Navigation and to leave 12 and 19 A available for allotments of small sums

CS
8 9 96

X This sum is, I think, the addl. grant required for the restoration of river embankments in the Kistna Dist. — It will be as well to find out from the P.W.D. whether any similar addl. grants will be needed for Godavari & Tanjore, in both of which districts damage has been done by floods to the embankments.

Yes. please see G.O. No. 527. Finl: of 29. August 1896

We shall have a saving also out of the provision made in the Budget for the improvement of the position of Taluk Gumastahs — I don't suppose the scheme will be through in this offl. year — We shall be lucky if we can start the new rates of pay, whatever they may be, with 1897–98

Very well. Let us do so.
15/9/96

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Ind Ele No 658 Bril
8 3-10-96

Appendix I

1896
Jud Dep.
Enclos. No 1
To
C. No 2376.

1 / 2825 L/96

2 / 2242 L/96

Appendix II

Statement showing the proportion of mileage in each Dist. (Omitting Nilgiris) to area in square miles (adapted from the Local Fund General Review for 1894-95 & Census tables: 1891.)

No according to rank	District	Mileage as per Column 5 of Appendix I	Area in square miles as per Census Table 1891	Proportion of Column 3 & 4	Remarks.
1	Tanjore	1,315	3,709	3	
2	South Canara	942	3,902	4	
3	Chingleput.	765	2,842	4	
4	Malabar	1,299	5585	4	
5	Salem.	1,765	7,529	4	
6	South Arcot.	1,008	5,217	5	
7	North Arcot.	1,491	7,616	5	
8	Godaveri	872	4,796	6	
9	Bellary	926	5975	6	
10	Coimbatore	1,374	7,860	6	
11	Vizagapatam	801	4,619	6	
12	Cuddapah.	1,236	8,722	7	
13	Tinnevelly	776	5,387	7	
14	Trichinopoly	549	3,631	7	
15	Ganjam	708	4,887	7	
16	Anantapur	628	5,275	8	
17	Madura	1,078	8,808	8	
18	Kistna	906	8,397	9	
19	Nellore.	1008	8,765	9	
20	Kurnool.	635	7,514	12	

Appendix II

1896
Ind Dr
Enclos. No 2
To
O. No 2376

2/28257/96

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Appendix III

22421/96

No.	Name of Road	Length of Road	Miles Metalled	Miles Gravelled	Condition of Road			Remarks
					Miles Good	Miles Fair	Miles Bad	
1	Road from Bellary to Dharwar via Hospett and Hampasagar.	69	69	.	.	42	27	This is an old military road, on which there is much traffic. The whole of it was metalled formerly but there are several miles on which the metal has worn out and 27 of them need thorough remetalling at a cost of about Rs 1200 per mile.
2	Road from Dorgavathy to Goorripur via Harapanhully	57	3	52	.	37	20	This is an important road connecting the town of Harihar a station on the Mysore State Railway with Hospett a station on the S. M. Railway. The miles that are in bad order can be made good with gravel at an average cost of Rs 500/- per mile.
3	Road from Bellary to Mysore frontier via Herrihal	13½	13½	.	.	6	7	This is the road to Bangalore, on which there is considerable traffic, it was metalled in former years but 7 miles of it are now in very bad order and need thorough remetalling at an average cost of Rs 1000/- per mile.
4	Road from Madavaram via Adony to Auspree	39	15	24	.	34	5	This also is an old military road on which there is much cotton traffic now: the five miles that are bad need metal at an average cost of Rs 1500/- per mile.
5	Road from Bellary to Siroogooppah	35	18	16	4	19	11	This is an important railway feeder on which there is much cotton and grain traffic. There are also bullock and pony transits running daily. The bad miles need a good foundation of metal at an average cost of about Rs 2000/- per mile
6	Road from Bellary via Bommanahalli to							

Appendix III

2	Road from Doogavathy to Gooripur via Harapanhully	57	3	52	.	37	20	This is an important road connecting the town of Harrihur a station on the Mysore State Railway with Hospett a station on the S. M. Railway. The miles that are in bad order can be made good with gravel at an average cost of Rs 500/- per mile.
3	Road from Bellary to Mysore frontier via Herrihal	13½	13½	.	.	6	7	This is the road to Bangalore, on which there is considerable traffic, it was metalled in former years but 7 miles of it are now in very bad order and need thorough remetalling at an average cost of Rs 1000/- per mile.
4	Road from Madavaram via Adony to Aspree	39	15	24	.	34	5	This also is an old military road on which there is much cotton traffic now. The five miles that are bad need metal at an average cost of Rs 1500/- per mile.
5	Road from Bellary to Siroogooppah	35	18	16	4	19	11	This is an important railway feeder on which there is much cotton and grain traffic. There are also bullock and pony transits running daily. The bad miles need a good foundation of metal at an average cost of about Rs 2000/- per mile.
6	Road from Bellary via Bommanahall to Mallyandroog frontier	33	11	21	.	21	11	This is another important District road on which there is cotton and grain traffic. A portion of it was metalled during the late Famine. The 11 miles now bad need a good coat of metal at an average cost of about Rs 1500/- per mile.
		246½	129½	113	4	159	81	

	Brought For.	404½	170½	~~180~~ 227	8	~~239~~ 237	154 Can be repaired and made good with gravel at a cost of about Rs 800 per mile. There are several vents which cause inconvenience and impede traffic during the wet weather. To provide suitable masonry works for these vents about Rs 20000/- will be required.
1	Road from Gourepur to Kudligi	24	"	24	:	12	12 This is a Railway feeder to Hospett in which there is very fair traffic. The bad miles can be made good with gravel for about Rs 500/- per mile.
	Total	428½	170½	251	8	249	166

Note:— The miles shown as fair in this statement need the usual maintenance grant repairs.

Bellary
6. 8. 96

W. H. Cousins
Local Fund Engineer

CR No. 1164

BELLARY DISTRICT BOARD OFFICE.

Dated { 6th August 1896
Dispatched 11 - Do - "

From,
H. Tremenheere Esquire
~~THE~~ COLLECTOR AND PRESIDENT DISTRICT BOARD,
BELLARY.

Local & Municipal Dept.
CURRENT No. 2242 L

To.
THE CHIEF SECRETARY TO GOVERNMENT,
LOCAL AND MUNICIPAL DEPARTMENT,
MADRAS.

SIR,

I have the honor to solicit the permission of Government to make a representation regarding the state of Communications in the Bellary District.

2. A glance at the map shows that the district is only moderately served by the two Railways that traverse it; and though I have made a strong recommendation to the Board of Revenue in favour of two more lines (Bellary-Rayadrug - and especially Hospet - Kottur - Devangiri) it will always depend for communication

in a great degree on its roads.

3. The state of a country's roads is generally to a large extent an index of its progress in civilization. But I venture to express a doubt whether in certain districts of Southern India – or rather it is more proper to confine myself to my own district – this branch of affairs has not been comparatively neglected. Our roads are not worthy of an administration in other respects so generally excellent.

4. That this is so in certain parts of the Presidency would seem to be admitted by Government in G.O. No $\frac{1684^{b}\ \text{L. Local}}{14\ \text{September}\ 1895}$, which sought for a remedy in prescribing that each Local Board should annually spend upon the maintenance of its highways "a sum equal to one half of the estimated income from land cess plus the anticipated net receipts from tolls."

5. The enunciation of this policy, which protects the Public Works department of Local

Funds

Funds from any excessive demands of other departments, has been universally received as wise and Statesman-like; but I beg permission to trace out the working of the new Scheme in regard to this District, and to enquire whether or not it provides a sufficiency of funds to place the roads in a fair state of efficiency. If it does not, I shall respectfully submit that a further step must be taken.

6. My first remark is that the allotment of expenditure, while it seems at first glance to place every district upon the same footing, does not in effect do so. In Appendix I I have shewn the mileage of District and Taluk Board-roads, and the amount available for expenditure under the terms of the Government Order. This shows that, for each mile of road maintained, the various District Boards have available sums varying from Rs 291 in Godavari to Rs 75 in Salem. The

main factors, of course, are; the length of roads, and the richness of the district as shown in its Land-Cess, based on its Land Revenue. Thus a rich district with little mileage can spend large sums on its roads; a poor district with large mileage is comparatively starved.

7. I invite attention particularly to the Ceded Districts. Excluding Salem, which has perhaps an abnormally large mileage - considerably the largest in the Presidency, - three of the four Ceded Districts are the lowest in the list. Kurnool comes a little higher, because she has with one exception the smallest mileage in the Presidency. But Bellary, Cuddappah and Anantapur, have available for expenditure on each mile of road only Rs 103; 87; and 76 respectively, while the other districts rise from Rs 109 to 291 - and have an average of Rs 178.

An exceptional proportion of the area of Kurnool is Forest. The same may be said of Coimbatore

8. If it be said that the richer districts require a larger expenditure per mile, because

many

many of their roads pass through irrigated land, the objection is at once met by pointing to the large areas of black-cotton soil scattered through the Ceded Districts. There can hardly be a more expensive road both in construction and upkeep, than one passing through such a formation.

Anantapur has not so much black cotton soil

9. If it should be objected that Bellary may owe her place in the list, not only to her poverty, but also to her ambition in keeping up a length of road disproportionate to her requirements, this is met by a reference to Appendix II. This shows that while other districts have a mile of road for every 3, 4 or 5 square miles of area, Bellary comes exactly in the centre of the list with one mile of road for every 6 square miles of area. A former proposal, too, to relinquish some of the roads was negatived by Government[*], as retrograde (G. O. No. $\frac{1786\ L}{12.9.94}$).

[*] Flag B

There are indeed one or two minor roads which I would relinquish and it may be necessary to approach Government again; but this does not substantially affect the question.

10. Having brought forward considerations tending, I think, to show that Bellary has not a disproportionate length of roads, that the nature of her roads requires as much maintenance as those of other districts, and that she has a far smaller sum to maintain them than is generally available elsewhere, I proceed to show that the roads are in a very unsatisfactory condition, and that a sufficient reform cannot be effected by the unaided efforts of the District Board.

11. Until the formation of the District Road Fund in 1866, the construction and maintenance of roads were for the most part undertaken by Government; from that year until 1871 the case was the same with the Trunk roads; that year, Local Funds became responsible for roads but "annual contributions from Provincial

Funds

Funds were given by Government to the Local Fund Boards as grants in aid for expenditure upon the main lines of road" (Madras Manual of Administration); from the 1st January 1880 Local Funds alone have borne the financial responsibility.

Note
This passage cannot be traced. Please see however the note to para 832 of the Madras Manual of Administration Vol I page 638

12. Here again it would seem at first sight, subject to the considerations above mentioned, that all Local Funds were placed fairly upon the same footing; but I submit that this equality was apparent, not real. It is clear that if the state of communications varied greatly in two districts, if in one there was a sufficient system of roads efficiently maintained and in another an inadequately developed system in a rudimentary state, one district might start in the race with an almost impossible handicap.

13. It was so in fact. Certain districts, such as

North Arcot and Salem were famous for the excellence of their roads long before the introduction of Local Funds. Others, such as Bellary were notorious for their backwardness.

14. In proof of this, I may refer to the fact that in 1853 the Chief Engineer reported "Roads there are none deserving the name". In the next year, the Famine Commissioner put on record as to Bellary and Anantapur "this large province * * * * possessed until the present year * * only 13 miles of made road." This shows how much lee-way this district had to make up, and what an effort has been required to construct the present mileage of 926 miles.

15. The next period I shall notice is 1872 when the District Manual (page 238) gives some information for Bellary and Anantapur. The following extracts show how much was still wanting;

Road number,	
Road Number 5,	Estimated for only
— " — 6,	Trunk road unfinished between * * * and * * *
— " — 14,	To be continued.
— " — 16.	Under Construction
— " — 23.	Not Completed.
— " — 24.	Only just Commenced
— " — 28.	Little more than marked out.
— " — 31	The rest traced.
— " — 33.	Rarely in good order.
— " — 34.	In bad order near * *
— " — 36.	Traced.
— " — 39.	Marked out.

16. I now come to the present time, and shall give one or two illustrations. I have had to turn back when driving on a District Board road leading to Hadagalli, finding it impassable; lately, the main road connecting the Taluk Stations of Hadagalli and Harapanahalli has been officially reported impassable in two miles; the important road connecting Harapanahalli with the Railway at Harihar has never been completed up to the frontier, there being a bad black-cotton-soil gap

of over a mile nearly impassable in rainy weather; the large town of Siruguppa, in the north of Bellary Taluk is quite cut off from communications in the wet season; as the roads leading South to Bellary and East to Adoni run through similar soil and have never been properly made. Such instances could be multiplied.

17. My Engineer has prepared Appendix III in which he has shown the state of 420 miles of the more important roads. Of these, 170 only are metalled; only 8 miles are in good order, 249 are fair and 166 are bad. Though I cannot speak to the accuracy of this in detail, I can support its general correctness as a representation of the state of the roads.

18. This being so, it is clear that the Local Funds of this district have not hitherto been able to construct and maintain a proper system of communications, and

And that the matter deserves to be seriously taken in hand. Hitherto the executive Engineering Staff has been inefficient, but the district is now lucky in having an experienced and zealous Engineer, while his staff has lately been improved. The question then is, whether the necessary improvements can be effected within a reasonable time with the funds the District Board can allot.

19. I have no hesitation in saying they cannot. The sum available under Government Order of 14th September 1895 is only Rs 95,000; and from this has to be deducted[x] Rs 18,000 for establishment and certain sums for Civil Buildings such as Schools, Chattrams, Hospitals, &c amounting to Rs 3000 last year. The balance is Rs 74,000 allowing a maintenance of only Rs 80 per mile. This is palpably insufficient to materially improve our roads.

The President will have seen by this time from para 2 of G.O. No 1464 L of 6-8-96 that this deduction is wrong.

20,

20. Nor can the District Board spare another rupee for the purpose. It has already made every possible retrenchment, even going so far as to close two dispensaries, and about 20 schools; and its Budget shows no balance whatever.

21. Under these special circumstances I appeal with Confidence to Government and respectfully ask for a grant-in-aid of half a lakh of rupees to be spent purely on the improvement of the roads without diminution of the present allotment. If Government should generously grant this, I should propose it be spent on metalling from 50 to 60 miles of the worst roads.

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

H. Tremenheere
Collector and President

Compared. Cul

LOCAL FUND DEPARTMENT.

BELLARY DISTRICT BOARD OFFICE.

Dated 6th August 1896 No. L. No 1164

Despatched 11 8 96

[illegible] Municipal [illegible]

To

The Chief Secretary

CURRENT No. 2242 L

to Government,

Local & Municipal Dept.,

MADRAS.

Enclosure. s (3) sent as per separate packet post.

Received 12 AUG. 96

Subject.

Making a representation regarding the state of communications in the Bellary District and asking for a grant-in-aid of $1/2$ a lakh of Rupees from Government to be spent purely on the improvement of the roads.

1896

[illegible]

Enclos. No. 4

O. S. 2376

4
2825 L/96

LOCAL AND MUNICIPAL DEPARTMENT.

Again G.O., dated 189 , No.

Current No. 2242 L of 1896, dated 6th August 1896 from the President, Dt. Bd., Bellary

Current No. of 189 , dated from the

FOR ORDERS.

Please see the notes and orders in G.O. No. 1404 L dated 6th August 1896.

FR
21/8/96

A similar ×application from the Tirumangalam taluk board has just been ordered to lie over pending receipt of replies to the above G.O., after which the amount of grant, if any, to be given to each district can be decided. It is submitted that this application may also lie over

WSD
26.8.96

[illegible]
28/8

× C. No. 2071 L in linked file

Mr. Tremenheere spoke to me about this matter & I encouraged him to make this representation, believing that Bellary had never had a fair start & had an impossible amt. of leeway to make up. I would give him or his successor his half lakh — Let the Fin. Dept. consider if it can be managed.

[illegible]
31/8/96

Mr. Tremenheere has a very good case and he has not asked for so much as I had expected. It may perhaps be in contemplation to ask for more later on: half a lakh will not go far on black cotton soil. The roads of Bellary when I knew them — I speak of the black cotton soil — were awful

[illegible]
28/8/96

6
Fin
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2376

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2825 L/96

Local ... Dept.
2825 L

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

Read—the following paper:—

G.O., Mis. No. 1689 L., dated 18th September 1896.

Read—letter from the President, District Board, Bellary, No. 1164, dated 6th August 1896, making a representation regarding the state of communications in the district and asking for a grant-in-aid of half a lakh of rupees from Government to be spent purely on the improvement of the roads.

Order—Mis. No. 1689 L., dated 18th September 1896.

A grant of Rs. 50,000 from Provincial funds will be made to the Bellary District Board to be spent entirely on the improvement of roads in the district in addition to the grants already provided for this purpose.

2. The question of providing this sum will be considered in the Financial Department.

(True Extract.)

(Signed) F. J. WILSON,
Under Secretary, P.W.D.,
for *Chief Secretary.*

To the Financial Department.
„ President, District Board, Bellary.

Order—No. 658, Financial, dated 3rd October 1896.

The grant will be met from savings under 43. *Irrigation—Minor Works and Navigation—Public Works Department.*

(True Extract.)

F J Wilson
for *Ag. Chief Secretary.*

To the Local and Municipal Department. with copy of papers read
„ Public Works Department (Irrigation).
„ Accountant-General.

Exd. Shaik Karim.

Government (1896) of Madras.

FINANCIAL.

Recd. 14 OCT. 96 } 1896. Enclosures

Regd. Spare copies

G.O., No. 658, 3rd October 1896.

OCTOBER.

Grants.

Directing that the — of Rs. 50,000 made to the Bellary District Board from Provincial funds for the improvement of roads in the district be met from savings under 43. *Irrigation—Minor Works and Navigation—Public Works Department.*

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Whe[illegible]n for copying ________

[illegible]ed 2/10 [illegible] } 1896

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READ AGAIN G.O., No. 189 , DATED							
CURRENT No.							
ENCLOSURES TO C. No.							
ORDER OF GOVERNMENT	A	A	A	A	A	A	A
LETTER OF GOVERNMENT.							
STATEMENT WITH DITTO.							
PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH IN ORIGINAL.							

N.B.—

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