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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.
15/7/59

G.O. No.

1719

Press
Mis.

105-106

Dated

15-7-59

18 59

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
from 9th to 15th July 1859.*

No. 105. Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer;
to J. D. BOURDILLON, Esq., Secretary to Government, dated 4th June 1859,
No. 1259.

In accordance with Extract Minutes Consultation No. 412, dated 19th February 1859, I have the honor to submit for the information and orders of His Excellency the Governor in Council, correspondence as per margin, relative to the agency now employed in registering the traffic on trunk road No. 1, and the measures proposed to be adopted by the local authorities for ascertaining with greater accuracy its actual condition in the Districts of Chingleput and North Arcot.

2. On that portion of the line within the former district, Captain A. S. Moberly reports, that at present the traffic is registered by day and night with tolerable correctness, near the 15th mile stone, by two Conicopolies at an annual expense of Rupees 139-4-4, but that no separate account is kept to show the traffic passing to or from the coast. He considers that Europeans are not required, but that the erection of toll bars and the levy of a toll would ensure the returns being compiled with exactness.

3. In the North Arcot district, the whole traffic passing to and fro is taken one day and night in every week, at six stations, by Pygusts and Head Coolies employed on the annual repairs of the road, so that no extra expenditure for the purpose is incurred, and from the returns thus collected, the average daily traffic is computed for the monthly statements. Captain Prendergast however questions the correctness of these reports, and recommends that a Conicopoly on a monthly salary of 7 or 8 Rupees should be entertained at each station to overlook the Pygusts, and prepare the tabulated statements; although if competent Europeans conversant with the language could be obtained at a moderate expense, he would prefer their being employed and barriers with gates established.

4. It will thus be seen, that both Officers agree in the desirableness of erecting gates, but differ in some respects as to the agency which should be employed; but as so large a proportion of the traffic movement takes place during the night in this country, I believe that low paid native agency cannot be trusted for the preparation of correct returns, and am of opinion that either Europeans or East Indians should be employed for the purpose; and as the latter, from their knowledge of the vernacular and economy, are perhaps preferable, I would recommend their entertainment, and the sanction of the following establishment for each station, viz.

One East Indian on 50 Rupees per month.
Two Goomastahs each 7 Rupees do.

5. I also consider it necessary that barriers* with gates and a temporary thatched building should be erected at each of the points on the line† suggested in para. 33 of the letter from the Consulting Engineer for Railways under date 17th December 1858, and also at the 15th mile stone near Poonamallee; the gates to be kept closed at night, and only opened to give the required passage, a substantive act demanding some one or other of the traffic takers to be on the alert.

6. The total expense attending the carrying out of these arrangements is estimated as follows.

	Rupees.
5 East Indian Registrars at 50 Rupees per month	1,500.
10 Goomastahs for do. at 7 Rupees each do...	420.
5 Boxes for Records... at 20 Rupees each.....	100.

	Rs.	A.	P.
2 Conicopolies @ 2 As. 8 Pie per day per annum.....	121	10	8
Lamp Oil at 4 pie per day	7	9	8
Cost of a Hut.....	10	0	0
Rupees.....	139	4	4

Wochary.
Wallajpett.
Arcot.
Vellore.
Pullicondah.
Amboor.

* Vide accompanying Plan.

† 39th mile stone from Madras.
58th do.
68th do.
82nd do.

Proceedings of the Madras Government, Public Works Department,
from 9th to 15th July 1859.

5 Sheds at 385 Rupees each.....	1,925.
5 Barriers complete..... at 75 Rupees each.....	375.
Total Rupees....	4,320.

four thousand three hundred and twenty, which if approved of by Government, may be defrayed from the general funds placed at the disposal of the District Engineers concerned.

7. With regard to the form of Return to be furnished, the accompanying one prepared by Captain Johnston at the latter end of last year appears more suited for the compilation of the information required in para. 34 of that Officer's letter to be tabulated, than the form now in use.

8. My opinion on the subject of the toll proposed by Captain Johnston is not called for by Government; but I cannot conclude this letter without stating that there appears to me no road in the Presidency, on which, considering the great outlay for construction and repairs, and the highly efficient maintenance, a toll would be so properly levied as upon the trunk road No. 1.

No. 106. ORDER THEREON, 15th July 1859, No. 1719.

This is a letter from the Chief Engineer, on the subject of the traffic on the trunk road and the means of ascertaining it. Colonel Bell agrees with the District Engineers of Chingleput and North Arcot, as to the insufficiency of the existing means; and he recommends that barriers shall be erected at five* places between Madras and Vellore, and an establishment maintained at each, for the purpose of registering the traffic passing. He proposes that the barriers shall be closed at night, being only opened to allow carts, &c. to pass. The cost of the arrangement for six months he states at 4,320 Rupees; viz. 2,400 Rupees for the barriers, sheds, and record boxes, being a capital outlay, and 1,920 Rupees the pay of servants as follows:

Barriers, &c.	Rs.
5 Barriers at 75 Rupees each... ..	375
5 Sheds at 385 Rupees each.	1,925
5 Boxes for records at 20 Rupees each	100
	— 2,400
Temporary Establishment for six months.	
5 Registrars at 50 Rupees each... ..	250
10 Gomastahs at 7 Rupees each.	70
	— 320
	320 x 6 = 1,920
Rs.....	4,320

2. Government are not prepared to incur so large an outlay for the purpose in view; and still less are they disposed, for such an object, to subject the traffic, at five different places in 84 miles, to the detention which the proposed arrangements must entail.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Railways. N. 1259.

Central Office of P. W.
Fort Saint George,
4 June 1859.

From,
The Chief Engineer
To, The Secretary to Government
P. W. D.
Sir,

In accordance with Ex. Inis. Cons. No. 1212

dated 19th February 1859, I have the honor to submit for the information and orders of His Excellency the Governor in Council, correspondence, as per margin, relative to the agency now employed in registering the traffic on Trunk Road No. 1, and the measures proposed to be adopted by the local authorities for ascertaining with greater accuracy its actual condition in the Districts of Chingleput and North Arcot.

2 On that portion of the line within the former District, Captain A. P. Inverby reports, that at present the traffic is registered by day and night with tolerable correctness, near the 15th mile stone, by two leonicopolies

at

at an annual expense of Rupees 139-4-1, but that no separate account is kept to show the traffic passing to or from the Coast. He considers that Europeans are not required, but that the erection of toll bars and the levy of a toll would ensure the returns being compiled with exactness.

2 Conicopolis 2-8 121-10-8
per day, per annum
Lamp Oil at 48 per day 7-9-8
Cost of a Bar 10-
Rs. 139-4-1

3 In the North Arcot District, the whole traffic passing to and fro is taken one day and night in every week, at six stations, by Cuyests and Head Coolies employed on the annual repairs of the roads, so that no extra expenditure for the purpose is incurred, and from the returns thus collected, the average daily traffic is computed for the monthly Statements. Captain Prendergast however questions the correctness of these reports, and recommends that a Conicopoli on a monthly salary of 7 or 8 Rupees should be entertained at each station to overlook the Cuyests, and prepare the Tabulated Statements, although if competent Europeans conversant with the language could be obtained at a moderate expense, he would prefer

Hochary
Wallojapett
Arcot
Vellore.
Pullicondat.
Arntoot

prefer their being employed and barriers with gates established.

4 It will thus be seen, that both Officers agree in the desirableness of erecting gates, but differ in some respects as to the agency which should be employed; but as so large a proportion of the traffic movement takes place during the night in this Country, I believe that low paid Native Agency cannot be trusted for the preparation of correct returns, and am of opinion that either Europeans or East Indians should be employed for the purpose; and as the latter, from their knowledge of the Vernacular and economy, are perhaps preferable, I would recommend their entertainment, and the sanction of the following Establishment for each station:
One East Indian on 50 Rupees per month.
Two Goomastahs each 7 Rupees

* Vide accompanying Plan

5 I also consider it necessary that barriers with gates and a temporary thatched building should be erected at each of the points on the line

39 mile stone from Madras
58 1/2 D. D.
68 D. D.
82 D. D.

suggested

a suggested in para 33 of the letter from the Consulting
Engineer for Railways under date 17th December 1858,
to and also at the 15th mile stone near Poornamallee;
the gates to be kept closed at night, and only
opened to give the required passage, a substantive
act demanding some one or other of the traffic
takers to be on the alert

to 6 The total expense attending the
carrying out of these arrangements is estimated
as follows.

of 5 East Indian Registers at 50 Rs. per month.	Rupies 1500.
10 Goomastahs for - D. at 7 Rs. @ - D.	420.
5 Boxes for Records — at 20 Rs. each —	100.
5 Sheds at — — — — — at 385 Rs. each —	1925.
5 Barriers complete — at 75 Rs. each —	375.
<u>Total Rupies 4,320.</u>	

Rec. Four thousand three hundred and twenty
of which if approved of by Government, may be
defrayed from the general funds placed at the
disposal of the District Engineers, concerned.

Eu. 7 With regard to the form of return
to be furnished, the accompanying one prepared
by

by Captain Johnston at the latter end of
last year appears more suited for the compilation
No 315 dated 17th of the information required in para 34 of that
December 1858. Officer's letter to be tabulated, than the form
now in use. —

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toll proposed by Captain Johnston is not called
for by Government; but I cannot conclude this
letter without stating that there appears to me
no road in the Presidency, on which, considering
the great outlay for construction and repairs,
and the highly efficient maintenance, a toll
would be so properly levied as upon the Trunk
Road No. 1. —

Central Office of C. W. }
Fort Saint George. 4 June 1859 }

To 78.18
To
The Secretary to Government C. W.
I have the honor to be,
Sir,
Your most Obedt Servt
H. Lall
Chief Engineer.

1055.

Form 3

Statement shewing the Traffic passing the
mile stone from Madras on N. 1 Western Trunk Road
on the _____ of _____ 185

	Going East		Going West	
	Loaded	Unladen	Loaded	Unladen
Elephants				
Carts				
Camels				
Horses				
Donkeys or Mules				
Horned Cattle				
Sheep or Goats				
Porters				
European Foot Passengers				
Native _____				
Palkies or Potties				
Spring Carriages				
Artillery Gun Carriage				
Platform Carts				
Women				

Estimated gross weight of merchandise conveyed in
maunds

A maund is equal to $82\frac{2}{7}$ lbs.

J. Bell Lieut. Colonel
Chief Engineer.

11/1/1859

1859
No. of _____
1463.

Chief Engineer
The Chief Engineer
of the _____
to _____

1859
June 1859
40.

1859
July 1859

1859

228 June 1859

No. 100.

Buildings () (New Work)

Abstract of Estimate No. of

District North Arcot

Work Constructing Five Temporary thatched Dwelling with a Gate and Barriers &c.

Quantities	Description of work	Rate	Amount	Amount of each part
		Rs. P. P.	Rupies.	Rupies.
	<u>Shed</u>			
308 1/2	Sq. ft. Brick work in Clay — 1/4 ft.	" " "	177	
56	do Brick work in Chuanam — do	" " "	1	
73	do Flat arch work in Chuanam — do	" " "	8	
106 1/2	Sq. ft. Roofing with Country wood Ridge beams bamboo rafters, purlins, Coir ropes bamboo mats & Thatch &c.	6 " "	64	
	Complete — 1/4 square			
3225	Sq. ft. Painting in Chuanam — do	" " "	22	
150	do Flooring with bricks 3/4 in. in Chuanam			
	3 inches thick Complete — 1/4 sq.	2 9 2	12	
5	Pairs Country wood doors with frames &c. Complete — Each	7 " "	35	
8	Pairs Country wood windows with frames &c. Complete — Each	5 " "	40	
	Excavating the foundation & filling the basement	" " "	1	
	Sundry Charges & scaffolding &c.		19	
	For One Shed		385	
	For Five Sheds			1925
			Carried Over	1925

Enclosure in a letter from

The Chief Engineer

To the Secy to Govt. P. W. D.

Dated 4 June 1859

Recd.

1859.

Other

Statement showing the

Expenses for the

work done from 1858

on the

of

Quantities	Description of work	Rate	Amount	Amount each part
E. Yds.		Rt. A. P. Proposed	Proposed	
	Brought over			1925
	<u>Barrier</u>			
21	Sp. Teakwood wrought up put up	2 12 "	58	
	Country wood iron style Complete	" " "	7	
	Iron articles including 2 hooks	" " "	5	
	pins bolt & f ^{ms}		1	
1	Iron Padlock		2	
	Paintings		2	
	Sundry Charges & f ^{ms}		2	
	For One Barrier		75	
	For Five D ^{rs}			375
	<u>Total Repairs</u>			2300
5	East Indian Registers — 7 months	50 " "	1550	
10	Gomastahs — Cash	7 " "	120	
5	Boxes for Records — do	20 " "	100	
				2020
	<u>Grand Total Repairs</u>			1320

Central Office of P. W.
 Port Saint George.
 4th June, 1859,

R. M. Bell
 Lieut. Colonel
 Chief Engineer D. P. W.

Enclosure

Per Letter

From

The Chief Engineer
D. W.

To

The Secretary to Govt.
D. W.

Date 4
Received

3 June 1894

1259

No 1259

Abstract Estimate for Constructing
Five Temporary Thatched Buildings
with a Gate and Barrier &c in
the District of North West.
Amounting to Rs 4320

part of the cantonment is by order,
to be known that the

P.W. 1463 & 1510.

measures

These two papers are related
to each other, & I therefore send
them out together for order.

2. W. 1463 is a letter from
the Ch. Insp. on the subject of the
travellers on Tumb road W-1, & the
means of ascertaining it. Col.
shall agree with the Dist. Insp.
of Chislehurst & North West as
to the misapprehension of the existing
means: & he recommends that
barriers shall be erected at 5 places
between Modoor & Bellon, & an
Establishment maintained at each,

Enclosure

Per Letter

From

The Chief Engineer
D. W.

To

The Secretary to Govt.
D. W.

Date 4
Received

3 June 1894

1259

No 1259

Abstract Estimate for Constructing
Five Temporary Thatched Buildings
with a Gate and Barrier &c in
the District of North West.
Amounting to Rs 4320

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means of ascertaining it. Col.
He has agreed with the Dist. Insp.
of Chislehurst & North West as to
the misapprehension of the existing
means: & he recommends that
barriers shall be erected at 5 places
between Modbury & Vellon, & an
Estab. maintained at each,

for the purpose of registering the traffick
happening. He proposes that the barriers
shall be closed at night, & only
opened to allow carts &c. to pass.
The cost of this arrangement he
states at 4320 Rs.; viz 2400 for
the barriers &c. being a capital outlay,
& 1920 the pay of the servants for six
months -

3. I do not think Govt. will
be prepared to incur so large an
outlay for the purpose in mind; &
still less do I think that for such
an object they will subject the
traffick to detention at 5 different
places; & very detention, because it
is specially stated that the revenue

part of the cart traffick is by night,
& it is not to be supposed that the
Canocepillay will be ready to stand at
for any cart or even string of carts -
I think too that the estimate, viz. he
was sufficient: it is not to be supposed
that the highly paid staff will open the
gate himself; & the single canoe pillay
will certainly not be enough maintained
to do this the whole 24 hours -

4. The other letter (No. 1510)
relates to a proposal to lay a road
on this road - the proposal comes
from the Consulting Eng^r; the reason
assigned for it being that Govt.
ought not to be in maintaining
at its own charge a road which
directly competes with the Railway.
Ch. Hall also (Para 8) expresses

The opinion that there is no road in the country on which a toll might be properly levied.

5. Govt. have recently expressed an opinion against raising funds for the maintenance of roads & means of tolls; & I am unaware of any circumstances to make this road an exception to the general rule, for I cannot suppose that Govt. will impose a toll in order to drive traffickers to the railway.

6. I will therefore only add two brief remarks.

1st If tolls were levied as a means of raising revenue funds; there is no road on which, for the reasons stated above, they

is specially stated that the Government

21

~~There is a very heavy~~

£ 100,000, a toll of £ 100,000

is appropriate as in this

the annual maintenance of 84 miles & below is Rs. 55608, besides the pay

of the overseers who are employed on it.

2nd If a toll were levied imposed the purpose of bringing up a diff. aspect. It is necessary of course to establish them, & the toll takers might require the traffickers to that the bars might probably give them more business, & the result stronger & more reliable.

Encl

the main that there is no need in

}- as regards detention,

The barriers might, if permanent,
be so placed that not more than
one wheel can be in a day's or
night's journey; & that this ^{one} wheel
be immediately close to the tolling
place, so as always to be passed
by daylight, either in the evening
on departure, or in the morning
on arrival.

P.H.
June 27

I desire to record a decided
opinion against the policy
involved in these proposals.
We first make a Railway

is necessary

it ~~means~~ a very heavy
expence. Then we charge such
high rates upon the goods
traffic that the great bulk
of it continues to go by the
ordinary road - and then
it is proposed to levy a
Toll upon the road to force
the goods on to the Railway.

The general objections to
Tolls are of the gravest kind,
but in this case we should be
without excuse - because if the
rates on the Railway are reduced, we
shall get all the traffic. If we
go on in this way, ~~will~~ not

Enc

reducing, but ~~raising~~ ^{means}
the expense of transit
to the trade of the country
we shall ~~continue to~~ starve
our finances and shall assuredly
defeat the objects of the Home
Government and Public who
desire the development of the
resources of ~~the country~~
India. — L. C. Mundy

30 June 1859

We have already resolved to defer the considera-
tion of the general question of ~~charging~~ tolls
But disagree with the Pres. in the objection to collect
them on a road for the purpose of enabling
the Railway to maintain enhanced rates of fares &c.

We first mean

is ~~secretly~~ ^{secretly} ~~mean~~

W 1719

23
P.W.D.

Proceedings of the Madras Government Under date the 15th July 1859

Read the follow-
ing letter from the Chief Engineer

Reports on the means and
manner of taking the traffic on
trunk road N^o 1 in the Chingleput
and North Arcot Districts, and re-
commends the erection of barriers
at five different points, with estab-
lishment for registering the
traffic.

Here enter 4th June 1859 N 1259

This is a letter
from the Chief Engineer, on
the subject of the traffic on
the trunk road and the
means of ascertaining it. Col.
Bell agrees with the District
Engineers of Chingleput and
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ciency of the existing means, and he
recommends that barriers
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between Madras and Vellore,
and an establishment maintain-

x dist at the 15th, 39th, 58th, 68th and 82nd
Milestones from Madras.

It each, for the purpose of
 registering the traffic passing.
 He proposes that the barriers
 shall be closed at night, being
 only opened to allow carts to
 pass. The cost of the arrange-
 ment for six months he states
 at 4320 Rupees, viz 2400 Rupees
 for the barriers, sheds, and record
 boxes, being a capital outlay,
 and 1920 Rupees the pay of servants
 as follows

Barriers &c

5 Barriers at 75 Rupees each --- 375
 5 Sheds at 385 Rs each --- 1925
 5 Boxes for records at 20 Rs each --- 100 2400

Temporary Establishment for six months

5 Registrars at 50 Rs each --- 250
 10 Coolies at 7 Rs each --- 70

320 x 6 = 1920

Rs 4320.

2 Government are not
 prepared to incur so large an
 outlay for the purpose in view,
 and still less, ^{are they disposed,}
 for such an object,
~~are they disposed~~ to subject the
 traffic,

traffic, at five different places
 in 84 miles, to the detriment —
 which the proposed arrangement
 must entail.

[Signature]

10 Copies

To The Chief Engineer. Dupd 16th
 Financial Railway Dept.

MS. 105. 11. 116.

Selection of poems
on the Immortal
Society and Hell
etc.

John W. Alden
Poet of the
Immortal Society
1819

11