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MADRAS RECORD OFFICE.

Government of Madras.

Judicial DEPARTMENT. dt 29/2/60

G.O. No. 429 Press

Mis.

161.102

Dated 28-2- 1860.

Not to be folded or roughly handled

No. 101. Read the following Proceedings of the Board of Revenue, dated 2nd February 1860, No. 562.

Read again letter, dated 11th August 1859, No. 209, from the Acting Collector of North Arcot, submitting his opinion on the merits of the roads proposed by the Consulting Engineer, as railway feeders.

(In Cons. 16th August 1859, No. 4100.)

Read also letters on the same subject, forwarded by the Collectors of Malabar and Salem, dated 2nd August 1859, No. 190, and 7th January 1860, No. 7, respectively.

(In Con. 9th August 1859 and 13th January 1860, Nos. 3990 and 161.)

Resolved that the letters above recorded be submitted for the orders of Government, with reference to paragrahp 5 of their Proceedings, dated 7th July 1859, No. 1649, Public Works Department, Public.

In Con. 8th July 1859, No. 3313.

2. *North Arcot.*—The Consulting Engineer entered eight roads in his list as important feeders to the railway, but of these he recommended the immediate construction of six and the postponement of two, as not urgently required. The Acting Collector concurs in these opinions, except as regards the road from Arcot to Ponnéri, which also, he thinks, might stand over for the present.

3. *Malabar.*—Of the eleven lines proposed by the Consulting Engineer as railway feeders in Malabar, it appears that one (No. 49,) is to be constructed by the Railway Company. Two have been estimated for and have been sanctioned, (Nos. 43 and 50,) and one of these (No. 43,) is actually under construction. Of the remaining eight, for which estimates have been called for, or were under preparation at the date of the Chief Engineer's list, (15th June 1859,) the Collector considers the roads from Palghaut to Colungode, and to Warrikencherri, and that from Wattapolliem to Cherpulcherri, the most important, and those which ought to be first undertaken. The other five, he thinks, might be deferred for the presnet, though all, if constructed, would prove advantageous to the part of the country through which they pass.

4. The Board concur in the views expressed by the Collectors abovementioned.

5. *Salem.*—The Officiating Collector of Salem seems to have misunderstood the nature of the requisition made by Government, being of opinion that the principles referred to in their order of the 7th July 1859, were to be applied only as cases came before him. The Board cannot account for such a mistake, but, from the statements made by him, they gather that he disapproves of road No. 29, viz. that from Sunkerridrug to Palampulli, and approves of No. 18, that from Tripatúr to Mallapaudi. With regard to the remaining lines, the Board observe that No. 24 has been completed, Nos. 23, 26 and 27 are under construction, Nos. 19 and 22 are declared to be unimportant, and No. 28 is to be constructed by the Railway Company, so that Nos. 20, 21 and 25 are the only lines on which the Collector's opinion was necessary. These are reported as *important* by the Chief Engineer, and the Board are disposed to concur with him except as regards No. 21, as, in their opinion, the traffic from Ussur and its neighbourhood might be conveyed to the railway with equal facility along trunk road No. 1, and the line from Mallapaudi to Tripatùr station; but if the Government consider the Collector's opinion still required, the Board will call upon him to submit it, without further delay.

In Con. 8th July 1859, No. 3313.

20 Shamulpulli to Kistnagherri.
21 Morapur to Ussur.
25 Salem to Taramurgalum.

(A true Extract.)

(Signed) J. D. SIM, *Secretary.*

No. 102. ORDER THEREON, 28th February 1860, No. 429.

The Government observe that all the roads, which the Chief Engineer after communication with the District Engineers and Collectors and Consulting Engineer for Railways, has recommended for construction in 1860-61 as railway feeders, have been by the orders noted in the margin entered in the budget of that year. These are

21st and 30th January 1860, Nos. 170 and 239.

No.	7	Sholinghar to Cauverypauk, estimate...	Rupees 20,400
,,	25	Salem to Torramungalum.....	,, 2,300
,,	40	Paulghát to Cuttungode.....	,, 4,000
,,	45	Wattapollem to Cherpulcherry.....	,, 5,100
,,	48	Ponany to Mullapooram viâ Tirroor.....	,, 61,800

(Signed) T. PYCROFT,
Chief Secretary.

X
2

In Con. 9th August 1859, No. 3990.

From P. GRANT, Esq., Collector of MALABAR,
dated Calicut, 2nd August 1859, No. 190.

In acknowledging the receipt of your Circular, No. 2748, dated July 13th 1859, I have the honor to submit the following remarks, on the list of roads proposed as feeders to the South West line of Railway.

2. The following table shows the order in which, I consider, they should be placed, with reference to their importance, in determining which of them should be first constructed.

District.	Description of road.	Number in the sketch map.	Number as to importance with reference to early construction.
Malabar.	Palghaut to Collungode.....	40	5
	Palghaut to Warrikancherry.....	41	4
	Purley to Wundoor, &c.....	42	9
	Purley to Calicut, &c.....	43	1
	Luckady to Velancoon, &c.....	44	...
	Wattopoliem to Cherpulcherry.....	45	2
	Pettamby to Kutnaad.....	46	7
	Amettakara to Kootypoorum.....	47	6
	Terroor to Mullapoorum.....	48	8
		49	...
	Parpenangaddy to Mullapoorum...	50	3

Paulghaut to Collongode and Paulghaut to Warrikancherry, 40 & 41.—3. Both of these lines will prove important feeders. By the former, immense quantities of timber are brought from the Anamala and Collungode jungles to Palghaut, but it may be a question whether such bulky material is not more likely to be floated down the Ponany river to the port of that name, from whence it is exported by sea. I am not as yet well acquainted with that portion of the country, but the District Engineer attributes the great wear and tear of trunk road, No. 5, to the heavy bandy timber traffic from Palghaut to Ponany. If such be the case, no doubt the more expeditious and certain mode of Railway transit, will be taken advantage of.

4. The Warrikancherry road is most important. It passes through much fine country and is only 20 miles from Trichoor, the point to which water carriage from Quilon and the south extends, and between which point and Palghaut a very heavy trade is sure to spring up.

Purley to Wundoor, 42.—5. This line I conclude as far as Manaar, forms part of the Moondoor road which is completed between Manaar and the Purley and Moondoor stations. Its extension northwards to Wundoor is not, I think, necessary at present, as the traffic there is limited, in addition to which it should find its way to the Beypoor station by the Beypoor river, which passes within six miles of it at Mambat. Wundoor will also soon be placed in connection with Anaddypoorum, by the road which is now under construction between it and Sholakul; and Angaddypoorum is on the high road to, and within 11 miles of Cherpulcherry, which it is proposed to connect by road No. 45, with Wattopolliem station.

Purley to Calicut, No. 43.—6. This is a great high road to Calicut intersecting a fine rich country. In every point of view, political and mercantile, I urge its speedy completion. It is the most important line of road in the list.

Luckady to Velancoon, 44.—7. A good line, but may well be deferred for a time.

Wattopoliem to Cherpulcherry, 45.—8. This is a most useful line, and ought certainly to be carried out. Wattopoliem is the point to which water carriage is available on the Ponany river, and is likely to become a large trading mart. Goods can be conveyed by water from it during the monsoon, to the south beyond Quilon and north of Calicut, some 30 miles to Baddagherry.

Puttamby to Kutnaad, 46.—9. Not wanted at present at least, as the road from Tirtallah to Chowghaut will meet the wants of that part of the country.

Amettakara to Kootypoorum, 47.—10. Is a short line and useful, and may be carried out, but its immediate execution is not very strongly urged.

TERROOR TO MULLAPOORUM, 48.—11. Will be expensive, and Mullapoorum is already connected with the rail by No. 50 which has been ordered for immediate execution; but the line is an important one, and will open up a part of the country at present shut out from wheeled or water carriage.

12. The whole of the roads proposed in the list, if constructed at once, would prove most advantageous to those portions of the country through which they pass, and it is only with reference to immediate expenditure and expected returns, that preference is given to one line over another.

13. As Railway's feeders, attention should be directed to the roads in those parts of Malabar intersected by the Beypoor and Cootiaddy rivers, both of which afford good water carriage although the year to the Beypoor station. Even the beds of these two rivers, as of all the Malabar rivers, I believe, can be so far improved at a small expense as to admit of water carriage during the hot weather up to a much higher point than is now available.

IN CON. 16TH AUGUST 1859, No. 4100.

From J. D. ROBINSON, Esq., Acting Collector of NORTH ARCOT,
dated Wundivash, 11th August 1859, No. 209.

With their Proceedings of the 13th ultimo, No. 2748, the Board of Revenue forwarded to this office, a list of roads which the Consulting Engineer of Railways proposed for construction in this district, as feeders to the S. W. line of Railway.

But recently arrived in the district, and hitherto closely engaged in the more immediate duties of my office, I venture with much diffidence, and because the paper lies before me for early disposal, to record my opinion on the works specified in the list which accompanied it.

1st. Road from Arconum to Conjeveram. Is, the District Engineer informs me, already in hand, and the work progressing.

2nd. Sholinghur to Cauverypauk. Some 16 or 17 miles in length, will connect two cusbahs with the Railway line at Banaveram station. Looking at the amount of the estimate Rupees, 20,400, I conclude it is intended to make a 1st class district road of this. The southern half, that between Cauverypauk and Banavaram, passes through a thickly populated and well developed country, and would, no doubt, be a remunerative work. The Sholinghur portion, on the other hand, traverses, I am told, a wilder and poorer tract of country, and though desirable as a link in our net work of roads, might stand over until the southern half was completed. I would, however, here suggest, whether this work might not very legitimately be taken up and executed out of the road cess fund for these two talooks, amounting already to Rupees 4,929-14-9, and likely to be doubled in a month or six weeks hence; a good fair weather road might in the first instance be constructed, and the line improved and independently provided for hereafter, as local requirements suggest. The District Engineer concurs, I believe, in this suggestion.

NOTE.—Wallajapett is, it is true, the capital of the talook, but that has its own outlets by a good road to the Amoor station.

3rd. Arcot to Ponnany. Might, I think, stand over for the present. I have no statistics to enable me to judge of its value as a Railway feeder; but looking at the map, and forming my opinion on what I have been told, there are, I should say, many other works in the district which claim priority of execution.

4th. Arcot to Arnee. An important line, doubtless, and one which should go forward. The District Engineer informs me that estimates are now under preparation.

5th. Vellore to Arnee. Likewise a valuable link to our net work of roads, and, unquestionably, a remunerative work.

6th. Goriattum to Chittoor. Has been pronounced by Government superfluous, for the present, at least.

7th. Goriattum to Byreddypully. Is a very costly work, and, I would venture to say, of doubtful necessity, there being already two outlets from the Goriattum station by the Syenegoontah and Rakenary (old Pioneer road) passes, into the Mysore country. These passes are now, I am informed, being estimated for, and will, when improved, be valuable additions to our list of communications.

8th. Goriattum to Vencutgherry Cottah, is the same as the work above commented on under the name of the Naiknary pass. It traverses a wild and forest clad country, and the preparation of the estimates has, the district Engineer informs me, been considerably impeded by fever and other causes.

No. 562.

PROCEEDINGS of the BOARD of REVENUE, dated 2nd February 1860.

Read again letter, dated 11th August 1859, No. 209, from the Acting Collector of North Arcot, submitting his opinion on the merits of the roads proposed by the Consulting Engineer, as railway feeders.

(In Con. 16th August 1859, No. 4100.)

Read also letters on the same subject, forwarded by the Collectors of Malabar and Salem, dated 2nd August 1859, No. 190, and 7th January 1860, No. 7, respectively.

(In Cons. 9th August 1859 and 13th January 1860, Nos. 3990 and 161.)

Resolved that the letters above recorded be submitted for the orders of Government, with
In Con. 8th July 1859, No. 3313. reference to paragraph 5 of their Proceedings, dated 7th July 1859, No. 1649, Public Works Department, Public.

2. *North Arcot.*—The Consulting Engineer entered eight roads in his list as important feeders to the railway, but of these he recommended the immediate construction of six and the postponement of two, as not urgently required. The Acting Collector concurs in these opinions, except as regards the road from Arcot to Ponairi, which also, he thinks, might stand over for the present.

3. *Malabar.*—Of the eleven lines proposed by the Consulting Engineer as railway feeders in Malabar, it appears that one (No. 49,) is to be constructed by the Railway Company. Two have been estimated for and have been sanctioned, (Nos. 43 and 50,) and one of these (No. 43,) is actually under construction. Of the remaining eight, for which estimates have been called for, or were under preparation at the date of the Chief Engineer's list, (15th June 1859,) the Collector considers the roads from Palghaut to Colungode, and to Warrikencherri, and that from Wattapollem to Cherpulcherri, the most important, and those which ought to be first undertaken. The other five, he thinks, might be deferred for the present, though all, if constructed, would prove advantageous to the part of the country through which they pass.

4. The Board concur in the views expressed by the Collectors abovementioned.

5. *Salem.*—The Officiating Collector of Salem seems to have misunderstood the nature of the requisition made by Government, being of opinion that the principles referred to in their
In Con. 8th July 1859, No. 3313. order of the 7th July 1859, were to be applied only as cases came before him. The Board cannot account for such a mistake, which has caused great delay; but, from the statements made by him, they gather that he disapproves of road No. 29, viz. that from Sunkerridrug to Palampulli, and approves of No. 18, that from Tripatúr to Mallapaudi. With regard to the remaining lines, the Board observe that No. 24 has been completed, Nos. 23, 26 and 27 are under construction, Nos. 19 and 22 are declared to be unimportant, and No. 28 is to be constructed by the Railway Company, so that Nos. 20, 21 and 25 are the only lines on which the Collector's opinion was necessary. These are reported as *important* by the Chief Engineer, and the Board are disposed to concur with him except as regards No. 21, as, in their opinion, the traffic from Ussur and its neighbourhood might be conveyed to the railway with equal facility along trunk road No. 1 and the line from Malapaudi to Tripatur station; but if the Government consider the Collector's opinion still required, the Board will call upon him to submit it, without further delay.

20. Shamulpulli to Kistnagherri.
21. Morapur to Ussur.
25. Salem to Taramurgalum.

(A true Extract.)

Secretary.

To

T. PYCROFT, Esq., Chief Secretary to Government.
Copies to Collectors of North Arcot, Salem and Malabar.

Exd. J. Wright.

Cons: 8 Jany 1859 No 81

From Chief Engr 25 Jany
No 103

No 151 of 02.

29 Feby R 24

Fort St. George 1860 Sept 1
Secret Cons 29 Feby
No 375.

Proceedings of the
Board of Revenue

Dated 2nd
Recd 8 February 1860.
Read 10th
E. 3. No 3 of Letter
No 562.

Submitting Letters from the Collr of North Arcot, Madura and Salem respecting their wish with reference to the orders of Govt of 7 July 1859 N 1186 & R 11 Oct. to publish on the merits of the Roads proposed by the consulting Engineer as Railway feeders.—

From the Chief Engr &
Vice Chairman 1st Com &c
Cons: 20 April 77-78
No 429 28 Feby

William Taylor

No 429.

The Government observe that all the roads which the Chief Engineer after communication with the District Engineers and Collectors and Consulting Engineer for Railways has recommended for construction in 1860/61 as railway feeders, have been by the orders noted in the margin entered in the Budget of that year. These are

2nd and 3rd Paras of the Proceedings

47	Sholinghur to Caurumpauk. Estimate	Rs 24,000
25	Salem to Terramungalum	2,500
10	Paulghaut to Coilletypolle	4000
45	Wallajapollam to Cherpaucherry	5700
48	Pranoy to Muchapooram via Terroor	6000

Fort St. George
28th Feby 1860

11 Copies to the Board of Revenue with Sketch Cons 29
10 " " Chief Engineer
5 " " Financial & Railway Engr