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MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**

G.O. No.	3817	Press
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	603-604	
Dated	23-12-	1843

Not to be folded or roughly handled*603-604*

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*Proceedings of the Madras Government, Public Works Department,
23rd December 1863.*

No. 603. Read the following Proceedings of the Madras Government in the Revenue
Department :—

Requesting the Collector of Tanjore to submit a revised list } (Here enter 17th December 1863, No. 2,315.)
of road on which Local Funds should not be expended.

No. 604. ORDER THEREON, 23rd December 1863, No. 3,817.
Communicated to the Superintending Engineer, 6th Division.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 6th Division,

Exd. S. T. Augustin.

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*Proceedings of the Madras Government, Revenue Department,
17th December 1863.*

No. 301. Read the following Proceedings of the Board of Revenue, dated 8th December 1863, No. 7,711.

Read again letter from the Collector of Tanjore, dated 3rd October 1863, No. 368, in Board's Proceedings 22nd October 1863, No. 6,743, submitting a List of Roads in his District on which Local Funds are not to be expended.

Read also the following letter from the same Officer, dated 4th November 1863, No. 413.

1. In reply to the Board's Proceedings of the 22nd ultimo, No. 6,743, I have the honor to state that the principle on which the selection of the roads therein referred to has been made is that all roads which connect large and important towns, and the utility of which is not restricted to particular parts of the District, have been classed under the head of those which are to be maintained from Imperial Funds, and that all other minor lines of communication have been considered as those which are to be maintained from Local Funds.

2. I am not aware on what other principle it was the Board's intention that this classification should be made, but I would take leave to add that if the selection of roads, which are to be maintained from public revenues, were to be made on the principle that they shall be such roads only as form parts of Imperial lines of communication passing through, and connecting several Districts together, there will be no road in Tanjore that can be classed in that category, except perhaps the piece of Trunk Road No. IX (the length of which within this District is only 13½ miles) as the only other two roads noted in the margin, and which were something of that class, have been more or less superseded by the

From Trichinopoly to Negapatam.
From Trichinopoly to Anikaranchatram.

Railway; and the result would be that all the roads in this District will have to be maintained from Local Funds, and no expenditure whatever will be allowed for any road from public revenues. I conceive that it is certainly not intended that the whole of the numerous lines of public roads in a District so thickly populated and so richly cultivated as Tanjore, and on which more than a lac of Rupees are annually expended out of the public revenues, should be made to depend entirely on the small and to some extent uncertain local means.

3. I would further state that all the roads included in the Statement submitted to the Board, as also some others not included in it, have all along been maintained at the sole expense of Government, and that there are no less than 16 roads besides which are intended to be maintained from Local Funds. This classification has been made in communication with the Superintending Engineer, and several roads included in the list originally sent up by that Officer showing those on which Local Funds are not to be spent, have at my suggestion been excluded from it and transferred to the list of roads to be kept up from those funds.

1. Ordered that the above papers be submitted for the Orders of Government, with reference to paragraphs 2 and 8 of their Order, No. 908, dated 27th May 1863.

2. With reference to the remark of Government in the above Order, that the ferry rents of Tanjore in 1861-62 fell very far short of the Collector's expectations, and requesting a full explanation of the cause, the Collector states in his first letter, that his Estimate of receipts, amounting to Rupees 45,000, was based (as he had remarked in a former letter) on certain traffic returns which had been taken by Order of the then Collector, Mr. Forbes, in 1855, and from which that Officer calculated that the proceeds of a toll levied at the lowest rate of a single Pie on all descriptions of traffic passing throughout the ferries in the District, would be twelve times as much as the cost of maintaining them, or Rupees 28,265. The rates of toll as now fixed range from 2 Annas to 1 Pie, and it is clear, from the rents realized in 1861-62 (Rupees 2,422-14-0), that the traffic returns on which the Estimate was based were not at all to be relied on.

3. Another reason given by Mr. Cadell is the novelty of the system. The bidders having no reliable data to go upon, bid as low as possible to prevent eventual loss to themselves, as now appears from the ferries being rented for 30 per cent. more than in the previous year, notwithstanding the arrangement made this year, that, the charge of repairing the boats is to be borne by the renters, and not by Government.

4. Mr. Cadell also thinks that, if the tolls were levied under Amani, the proceeds in 1861-62 would have been much greater than the rents obtained.

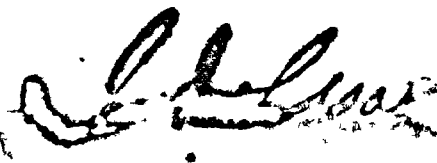
5. As directed by Government in paragraph 8 of their Order, the Collector submits a list, prepared in communication with the Superintending Engineer, of all the roads in the District on which Local Funds are not to be expended, together with a Sketch Map: and the Board approve of the principle as set forth in his second letter, on which the roads have been selected for entry in the list.

*Proceedings of the Madras Government, Revenue Department,
17th December 1863.*

No. 302. ORDER THEREON, 17th December 1863, No. 2,315.

1. The maintenance of the ferries of Tanjore used to cost the State about 3,500 Rupees yearly. As no reason existed why, in so wealthy a District, the Government should be put to this expense, the ferries were rented out, the Collector, Mr. Cadell, having represented that a revenue of Rupees 40,000 would probably be realized.
2. The receipts of 1861-62 were only Rupees 2,423, and the reason assigned for this excessive disproportion between the estimated and the actual revenue, is that the traffic returns on which the Estimate was based "were not at all to be relied on."
3. This excuse is altogether unsatisfactory, and the occurrence of so serious an error as over-estimating the traffic twenty-fold is not creditable to the local Officers.
4. The rents in 1862-63 rose 30 per cent. although the renters were for the first time required to keep the boats in repair, and it is to be hoped that competition will soon raise the offers to their proper amount.
5. The list of roads submitted by the Collector includes many petty lines of mere local interest, which should ultimately be kept up from Local Funds when these funds are in a prosperous condition. The list should be revised accordingly.
6. In calling for a list of roads on which Local Funds should *not* be expended, the object of Government was simply to prevent *Local* Funds being diverted from local to imperial works. It was never contemplated that imperial expenditure on local roads should immediately cease, for without such a subsidy, many Districts would be left without cross roads. Ultimately it is hoped that Local Funds will suffice for all local works, but meanwhile they must be restricted to these being supplemented with imperial grants.

(True Extract)


Secretary to Government.

To the Board of Revenue.
" Department Public Works."

Erd. S. T. Augustin.

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No 3819 - 23rd November

With an order

No 3817

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Communicated to the
of the 6th Division

September 23rd Nov 1863
to the 6th Division
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No 23rd November

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