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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	1665	Press
59-60		Mis.
Dated	16-6-	18 67

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*Proceedings of the Madras Government, Public Works Department,
4th June 1867.*

No. 59. Read the following Proceedings of the Madras Government in the
Revenue Department :—

Declaring the provisions of Act III of 1856 (Madras)
applicable to the District of Bellary, and fixing
the rate of the District Road Cess at 6 Pies
in every Rupee of the annual rent value of all
occupied land, and the cess to be payable on the
1st July 1867. } (Here enter 21st May 1867, No. 1,147.)

No. 60. ORDER THEREON, 4th June 1867, No. 1,665.

CIVIL WORKS, No. 13.

1. Communicated to the Superin-
tending Engineer of the 3rd Division.
2. Notwithstanding that for several

years past this Government, when preparing the annual Budget, have endeavoured to provide only for works in actual progress to the exclusion of new undertakings which had not been commenced, the attention of the Government of India was attracted to the large number of allotments in the current Budget under the head of "Communications." These allotments were necessarily small in each case owing to the inadequacy of the total assignments for Communications, and they will not do more than suffice to prevent the suspension of operations upon numerous lines of road, the construction of which being in actual progress cannot be stopped without loss. The estimated cost of those roads is Rupees 33,78,844, and it is calculated that the outlay upon them up to the 31st March next will be Rupees 21,84,277, leaving a sum of Rupees 11,94,567 still to be provided for their completion. The average annual Budget assignment for roads during the past five years

Exclusive of the Reserve for "Minor Works." has been Rupees 4,56,290, and, assuming that no new projects are undertaken, the works now in hand are not likely to be finished before the 31st March 1871. Under these circumstances it appears to His Excellency in Council that there is no probability of the Government being in a position within a reasonable time to divert money from the Imperial allotment for the construction of the Railway feeders which are referred to in the orders above recorded.

(True Extract.)

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

To the Revenue Department.
,, Superintending Engineer, 3rd Division.

Exd. S. T. Augustin.

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Proceedings of the Madras Government, Revenue Department,
21st May 1867.

No. 332. Read the following Proceedings of the Board of Revenue, dated 14th May 1867.

Read the following letter from the Collector of Bellary, to the Secretary to the Board of Revenue, dated Camp, Ramandroog, Talook Hospet, 17th April 1867, No. 66 :—

1. In reply to Proceedings of the Board of Revenue,* requesting me to report what Railway feeders are provided for in the Local Fund Budget for 1866-67,
*Dated 10th instant.

I have the honour to state that no work of the kind was included, or could have been, in the small sum of Rupees 9,945, but that all the famine-road expenditure was devised for the purpose of being more or less aids to railway feeders.

2. The chief feeders in this district should descend at right angles to the line of rail, opening out each talook to direct communication. Some of the existing roads do that already; for instance, the sub-division is opened out by a trunk road direct to Gooty. A short cut to the equi-distant but earlier stage of the rail at Tadpatri is formed by the road from Anantapur to Tadpatri, *via* Singammulla, a considerable part of which has been already improved and opened to traffic. This may be a railway feeder.

3. I propose to have a central line traversing the west of the sub-division, and bisecting the talook of Raidrug, being the most direct of roads to Bangalore. I have already made some twenty miles of this road with famine funds, but it will require further expenditure, and will be a direct southern railway feeder to the station at Bellary.

4. Hurpunhully, Hudgali, and Kudlighi should have a direct communication with the Bellary station. A line from Kudlighi to Soondoor, joining the main road at Yeddinhully, would be the directest and shortest feeder from the western talooks.

5. The south having been provided for by two feeders, and the west with one, the north remains. From Sirigoopa due south to Bellary is the line recommended.

6. The Road Cess may be introduced with the approaching Fusly in July of the current year. The expected proceeds are Rupees 69,077 (from nine months).

7. Judging from observation it will not go a very great way in providing railway feeders. So far as I can judge, a raised unbridged road is not made on cotton soil for less than Rupees 4,000 a mile, and this is gravelled, not metalled. I made an unraised road, being merely a foundation of stone rolled and gravelled, but not raised, for Rupees 2,000 a mile. I do not think that a road to stand any amount of traffic can be made at less, and this is exclusive of bridging.

8. Briefly stated the feeders I propose are—

2. Southern :—

1. Madacsera, Caliandrug, Bellagoopa to Bellary, 100 miles.

2. Anantapur to Tadpatri, 30 miles.

1. Western.—Hurpunhully, Kudlighi (by Soondoor) to Bellary, 80 miles, (the Kudlighi and Hospett road, turning the Ramunmully, on the north, and east to Bellary, already provides the other western feeder.)

*Proceedings of the Madras Government, Revenue Department,
21st May 1867.*

1. North.—Sirigoopa and Kurgode, to Bellary; this drains a large cotton tract, 35 miles.

9. The Railway will itself traverse Tadpatri, Gooty, Alur, and Adonic, with a branch to Bellary town.

10. A cross line from Sirigoopa to Adonie might be made, but it has the disadvantage of crossing the Huggry and other much smaller drainage. As the products of the district to be drained are those for export, which find their way to Bellary, en route to Madras, no object would be gained in taking them to an equi-distant point of the Railway.

11. The feeders I would first undertake are that from Anantapur to Tadpatri, and the other from Sirigoopa to Bellary.

12. The first will provide for the southern talooks, in one of which there was much distress during last year, owing to the difficulty of import of grain, and the neighbouring distress in Mysore. The last will help the cotton trade.

1. Submitted to Government with reference to their Order, dated 28th March 1867, No. 734.

2. The Board would suggest that the Road Cess Act be introduced into Bellary from the 1st of July next.

3. The Collector is requested to apply to the Superintending Engineer, without delay, for estimates and plans for the roads from Sirigoopa to Bellary, Anantapur to Tadpatri and Bellary towards Madrasera. The work should be commenced from Bellary and Tadpatri respectively. A road from Adonic westwards towards Sirigoopa seems very desirable. He will also forward a Map shewing the lines in progress and completed (Imperial and Local), and report on the present condition of the roads from Anantapur through Gooty towards Kurnool, and from Bellary through Aloor to the Kurnool frontier, and from Bellary to Gooty.

4. In view to the rapid completion of the Railway feeders referred to by the Collector, a grant-in-aid from Imperial funds is absolutely necessary under the circumstances stated by Mr. Wedderburn.

No. 333.

ORDER THEREON, 21st May 1867, No. 1,147.

Miscellaneous.

1. The Government resolve accordingly to declare the provisions of Act III. of 1866 (Madras) applicable to the District of Bellary, and to fix the rate of the District Road Cess at six Pies in every Rupee of the annual rent value of all occupied land therein, the said cess to be payable from 1st July 1867.

2. The Collector proposes to make four main lines of Railway feeders, aggregating 245 miles in length, and he estimates the cost at about Rupees 2,000 per mile exclusive of bridges, so that the total cost would be some five lacs of Rupees for earth-work and metaling alone.

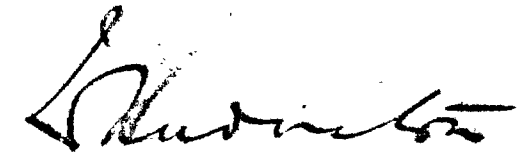
3. He estimates the proceeds of the cess at Rupees 69,000 for the nine months of the official year 1867-68, commencing from June, equal to Rupees 92,000 per annum. Including other sources of income, the available annual sum may be assumed at one lac of Rupees.

*Proceedings of the Madras Government, Revenue Department,
21st May 1867.*

4. Thus for merely forming unbridged roads, though devoting almost all the available local Road funds to the Railway feeders only to the exclusion of other claims on the fund, it would take at least five years to provide the requisite funds, while there is ground to anticipate that engines may be running into Bellary by the middle of next year.

5. Under these circumstances it will be considered in the Public Works Department whether any aid can be afforded from Imperial funds for the important object in view.

(True Extract.)



Secretary to Government.

To the Board of Revenue.
„ the Public Works Department.
„ the Accountant General.

Exd. S. T. Augustin.

Pro: of Govt. for June
1908

Pro: of the Madras Govt
in the Res: Dept

21st } May/64
23rd } No 1147

Res: 1665. 1st June 1867.

Declaring the provisions
of Act III of 1866 (Madras)
applicable to the Dist of
Bellary & fixing the rate
of the Dist Road Cess at
6 pice in every Rupee of the
annual rent value of
occupied land & the Cess
to be payable on the 1st July 67

No 59

C. 29th May 1867 B. 3127

Public Works Department
No 1665-
1867

Proceedings of the Madras Government
Under date 21st June 1867
Read the following

Pro: of the Madras Govt in the
Revenue Department.

H. E. Dated 21st May 1867 No 1147

Communicated to the
Superintending Engineer of
the 3rd Division.

Notwithstanding that
for several years past
this Government when pre-
paring the annual Budget
have endeavored to provide
only for works in actual
progress, to the exclusion of
new undertakings which
had not been con-
-menced, the attention of
the Government of India
was attracted to the
large number of allotments

in the current Budget under the head of "Communications." These allotments were necessarily small in each case owing to the inadequacy of the total apportionments for Communications, and they will not do more than suffice to prevent the suspension of operations upon numerous lines of road, the construction of which being in actual progress cannot be stopped without loss. The estimated cost of these roads is Rupees 33,78,844, and it is calculated that the outlay upon them up to the 31st March next will be Rupees 21,84,277, leaving a sum of Rs 11,94,567 still to be provided for their completion. The average annual Budget

Exclusive of the
Revenue for "Minor works"

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apportionment for roads during the past 5 years has been Rupees 4,56,290, and assuming that no new projects are undertaken, the works now in hand are not likely to be finished before the 31st March 1871. Under these circumstances it appears to His Excellency in Council that there is no probability of the Government being in a position within a reasonable time to divert money from the Imperial Allotment for the construction of the Railway Lines which are referred to in the orders above recorded -

To the Revenue Dept^y
- Dept^y - 3rd Divⁿ

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[Signature]

Pub. Works 1867 Department

Pro: of Govt. for Anne

No. 1665

Pro: of the Madras Govt.
Of 4th June 1867

Proceedings Reves.
Department, sanctioning the
introduction of District Road
cess into the Bellary District,
from 1st July 1867, communi-
cated to the Supy. Engineer
of the 3rd Division.

The Reves. Departn.
informed that there is no
probability at present of
aid being afforded from
Imperial Funds for Rail-
way feeders in the Bellary
District.

No. 59-60