M.R.O. 1—77,003—8-6-37.

(1) Number of pages 1

(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 3069 Press Mis.

46-47

Dated 3 - 10 - 1867.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department.
3rd October 1867.

No. 46. Read the following Proceedings of the Madras Government in the Revenue Department:—

Sanctioning the Supplemental Local Fund Budget of the Tinnevelly District for the current official year. } (Here enter 2nd October 1867, No. 2,299.)

No. 47. ORDER THEREON, 3rd October 1867, No. 3,069.

LOCAL FUNDS, No. 7.
Account.

Communicated to the Superintending Engineer of the 8th Division, who will submit proposals for utilizing the funds set free from the Budget allotments specified in the margin of paragraph 18 of the Board's Proceedings.

(True Extract.)

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

To the Superintending Engineer, 8th Division.
" Accountant General.
" Controller of Public Works Accounts.

Exd. S. T. Augustin.

Read the following papers:—

No. 38. Proceedings of the Board of Revenue, dated 8th April 1867, No. 2,192.

Read the following letter from the Collector of Tinnevelly, to the Secretary to the Board of Revenue, dated 8th March 1867, No. 136:—

Vide Board's Proceedings, dated 5th November 1866 and 30th January 1867, Nos. 8,020 and 641.

1. I have the honor to forward, herewith, a general scheme for the expenditure of the Road Cess this year.

2. There are no Maistries and Overseers or persons acquainted with engineering in this district to superintend an extensive outlay under the Revenue Department, and before an establishment can be raised, the present working season will have passed. Labor is abundant from February till June when there is nothing going on in the fields, and during the next three months, the money now available may be spent to the greatest advantage.

3. There is no such thing as a completely made road in this district. Even the Madras Trunk Road and the Cotton road, both Imperial lines receiving maintenance allowance, are incomplete in parts. The Madras Trunk Road, especially on which there is a traffic of 1,000 carts a day, is in some places almost impassable, and the drivers here and there have to make *detours* over the face of the country; throughout sixty miles of its length, it was originally constructed of boulders or paving-stones covered over with earth or gravel; the high winds have blown off the surface-coating, and the boulders now exposed are a formidable obstruction to rapid travelling, and occasion numerous accidents both to carts and animals.

4. The efforts of the Engineers for years past have been directed to getting rid of this nuisance, and much of the maintenance allowance has been spent in digging out the boulders, breaking them up, and relaying them in the form of metal. This is an expensive and tedious process, and while it continues, there is no chance of the roadway being properly cared for throughout. North of Satur, on either side of Palamcottah and north of Panagudy, there are still some miles of road to make. The mail cart travels from Trichinopoly to Madura, but it can get no further, and even the parcels service of the Indian Carrying Company stops short of Tinnevelly; it is of the greatest importance to the district that the Madras Trunk Road should be put in repair throughout, and this is never likely to happen while the Engineer is solely dependent on maintenance allowance. Cross-roads are of little use to the district, while the main line is almost impassable, and now that we are likely to have funds to put this main line in order, it would be a pity to lose the chance; when the road is once in repair, the maintenance allowance is ample, and the Superintending Engineer and Range Officers are of opinion that with some assistance they can get the line put in thorough repair throughout in the course of the next two years.

5. The assistance needed is 30,000 Rupees; 15,000 for the break at Satur, 8,000 Rupees for that near Panagudy, and 7,000 Rupees for those on both sides of Palamcottah. This sum might be spent in two years, at 15,000 Rupees per annum, and the greatest possible boon would thus be conferred on the district.

6. When the road is once put in order the great need will be water, not only to tamp the metalling, but to allow of the growth of trees. To secure this, I propose to adopt the system so successfully carried out in parts of Salem and Coimbatore, viz., instead of digging shallow pits at hap-hazard along the side of the road,

to procure hard material, to dig one pit at every mile or two in the most likely place, and to dig this pit in the form of a square tank of the depth necessary to insure an ample supply of water; the material raised to be applied to the road and the cost of raising this material down to a certain depth, say two yards, to be borne by the road; the cost of raising a 3rd, 4th, 5th, and perhaps even a 6th yard of material would be too heavy for the road to bear unaided, and the difference between the cost of raising this and that of raising surface-material might be borne by the Jungle Conservancy Fund.

7. The surface earth if thrown out all round the tank in the form of a broad bank would carry a double row of trees, while for a quarter of a mile from the tank on either side a good avenue might be secured for the road; independently of the boon to 1,000 bandymen, and twice that number of cattle daily, digging these tanks would be a real economy, for the high winds which here prevail from June till October sweep away the finer stone and gravel from the surface of the road as fast as it is laid down, and it is thus useless to mend the road except at the rainy season (which in this district is of very limited duration) from the utter want of water with which to tamp the metal.

8. The Cotton road leading from the interior to Tuticorin is the next important line; 500 carts pass over this daily, and during the shipping season this number is increased to 1,100; the road has been made at great cost, but a portion near Tuticorin originally laid with coral has been so completely cut through, that the material is entirely lost and is buried deep in the sand; an estimate of 11,700 Rupees for the re-construction of this section has been prepared, but it is uncertain when the money may be granted; in the meantime the road is comparatively useless, and the maintenance allowance that should be spent on other parts of the road is absorbed in vain attempts to make this sandy tract more passable. If the amount of the estimate is now advanced or paid outright from the Road Cess, the Cotton road may be put into thorough repair before the next crop is shipped.

9. The next important line is the road from Tuticorin through Palamcottah to Tenkasy. The Government are anxious to see this line advance, and some temporary assistance has been rendered from the Local Funds this year; the Budget grant is 15,000 Rupees annually, at which rate it will take four years more to lay out the 6,000 Rupees necessary to complete the section between Palamcottah and Tuticorin; to the west of Palamcottah this road is almost impassable, and the first fifteen miles have for years been in a most deplorable state; beyond this the road is in good order, but the connecting links are wanting in two places; a grant of 15,000 Rupees would complete the western section of this road from Palamcottah to the boundary of the district, and I think it very desirable that this should be done at once.

10. Road No. 10 connects the Travancore country at the extremity of the Western Ghauts with the rich rice-producing taluk of Ambasamudram; the traffic on this road is great, but the road itself is so neglected that the bridges constructed in former days are now being cut through for want of earth to cover them, and the roadway itself has been swept away, or is otherwise impassable in places; 10,000 Rupees would put this in good condition.

11. 66,700 Rupees would thus complete the main lines of communication which, without this aid, may not be completed for years; the money required for

this all-important commencement of a system of roads in this district will be available this year, and will be laid out to the best advantage by the Public Works Department.

12. Deducting the money thus allotted, we shall have quite sufficient to spend on cross-roads this year, and the district will be more benefited by completing the trunk lines than it possibly can be if the outlay is limited to disconnected efforts in the talooks.

13. I propose to commence the district roads from the two main starting points, the sea-board and Palamcottah.

14. First, the sea-board.—It is of great importance that there should be a free line of communication up and down the coast; none exists at present; the old cart-track passing through a series of swamps and lagoons is impassable for months in the year; the salt pans and the principal towns along the coast should be connected, and this I propose to effect by a series of zigzags, both to avoid the backwaters and to make partial use of existing lines that lead into the interior.

15. The Government have ordered the Vypar pans to the extreme north of the district to be connected with Trunk Road No. 4; this I propose to do by connecting Vypar with Velatikolam (a Sub-Magistrate's station) and Velatikolam with the Cotton road near Yetiapuram; a total distance of twenty-two miles; the line might be marked out this year at a cost of 2,000 Rupees; another line should connect Velatikolam with the Arasady pans and Tuticorin, and thus secure a thorough communication with Vypar when the ordinary cart-track is impassable. The distance twenty-five miles) might be marked out, and the earthwork between Arasady and Tuticorin completed this year at a cost of 5,000 Rupees.

16. From Tuticorin I propose making use of the new road towards Palamcottah as far as Puducottah, twelve miles inland to head the backwaters, and from Puducottah to carry a line due south through Yeril to Nallur twelve miles further with one branch to Trichendoor ten miles, and another through Manad to Colasegarapatnam eighteen miles; total forty miles; this might all be marked out this year at a cost of 4,000 Rupees, and I am now about to ride over these lines.

17. The salt pans and seaports with the exception of Viziaputty, which is far away to the south, will thus be connected with each other, and with the main roads running inland, and this I look on as the next important step after the completion of the main roads themselves.

18. Secondly, Palamcottah.—Communication between Head-quarters and the Sub-division is liable to interruption, as the road is carried along the north bank of the river which it crosses near Shermadevy; there is a road partly constructed on the southern bank, and the completion of this, with a bridge over the Pachiyar, a small tributary of the Tambrapany, would open a free line of communication at all times between Head-quarters and the Sub-division; this might be effected at a cost of 15,000 Rupees; 5,000 to be spent this year.

19. The connection of Shermadevy with Trunk Road No. 10 at Calkad, twelve miles distant, is important; this might be marked out now at a cost of 1,500 Rupees.

20. A line along the northern bank of the river, from the Saluchanum bridge through Sevalparey and Valnad to Streevyguntam, would be very useful; there is an old avenue all the way, but the road is impassable from being cut up by the drainage that empties itself into the river; culverts would have to be built, and the

roadway reformed throughout; a commencement might be made this year, and 5,000 Rupees might be spent.

21. I have called for estimates for all these works, but, as suggested by the Superintending Engineer, it is advisable to get a general sanction for the scheme of expenditure before estimates are framed in detail.

22. We shall collect about a lac of Rupees this year, and the proposed expenditure amounts to 97,700 Rupees; most of it will be spent by the Public Works Department, though lining out the roads can in many cases be intrusted to the Tashildars checked by the Range Officers.

23. The Superintending Engineer is of opinion that an establishment must be raised to control the expenditure and superintend the District roads, and I enclose his Memorandum on the subject.

24. In the accompanying Map the trunk roads are marked red, the parts to be completed and the new roads to be commenced from the District Road Cess are marked with black dotted lines.

Memorandum regarding the appropriation of Funds from the Road Cess.

1. *Main Trunk Road No.* 4.—The balance on estimate for completing unfinished portions will be about 11,000 Rupees, and a stretch of about two miles north of Sattur, never estimated for, will take about 4,000 Rupees; total requirements, 15,000; but there is a Budget allotment of 5,000 Rupees, so there may be this sum of Rupees 5,000 available for transfer elsewhere.

2. Some three miles of cotton road from the second mile out of Tuticorin northwards have suffered so severely, that they are reduced to the condition of "unmade;" to keep this portion passable has been a heavy drag on the repair allowance, and the rest of the road suffers in consequence. An estimate of Rupees 11,000 has been made to renew this part, and a grant of funds is greatly needed.

3. In the fourth Range there are required estimates for roads from Vypar through Velatikolam to Yetiapuram, and Tuticorin through Arasady to Velatikolam.

In the first Range from some point on the Tuticorin Road No. 8, not far from Puducottah, probably through Yeril to join No. 12 road at Nallur.

A continuation of the same, being No. 12 road to Trichendoor.

In the second Range from Palamcottah on the right bank of the Tambrapoorny to Shermadevy, including a bridge over the Puchyar (a portion being in first Range.)

A continuation of the same from Shermadevy to join Road No. 10.

Completion of Road No. 10 between Tenkasy, Callidacurichy, and Panagudy.

In fifth Range, a portion of this latter road.

Now before estimates are put in hand for these roads, it seems very advisable that a general approval of the scheme of distribution of funds be obtained. The labor of preparing the estimates is considerable, and is an additional tax on this department, beyond the ordinary duties; some time also will elapse before the estimates are prepared, so that if any were to be rejected, and others called for instead, the commencement of the work (if necessarily consequent on sanction of estimates) would be greatly retarded.

4. The completion of Imperial lines will be carried on by the Public Works Department. The lines of road from Palamcottah through Shermadevy to Road No. 10, and the continuation of the latter as far as Panagudy, may also be taken up by this department. The Talook Overseers will have these roads under their supervision; but the charge for Maistries should fall on the Road Cess, under the head Petty Establishment. There then remain to be constructed, by the Revenue Department, the two roads Vypar to Yetiapuram, and Tuticorin to Velatikolam; also the road from No. 8 through Nallur to Trichendoor.

The works should be executed on contract, so as to save the number of petty Maistries, Gumastahs, Head Coolies, &c., that would otherwise be required. The road Vypar to Yetiapuram will be

about twenty-two miles in length; that from Tuticorin to Velatikolam about twenty-five miles. These two roads might be placed under the charge of a Head Maistry on 40 Rupees, with a Deputy Maistry under him on each line on 20 Rupees; total charge 80 Rupees per month, or 960 Rupees per annum; just about five per cent. on the proposed expenditure of 20,000 Rupees. For each section of the road from Road No. 8 to Trichendoor, a Deputy Maistry on 20 Rupees will be required; but considering that the whole length will not be more than about twenty-three miles, Rupees 35 will be sufficient salary for the Head Maistry; hence for the expenditure of Rupees 20,000, the Petty Establishment charge will be 75 Rupees per month, and Rs. 900 for the year, or 4½ per cent. Sections of the road should be taken up, convenient for the Deputy Maistry's constant supervision; the Head Maistry should have a portion under his own immediate superintendence, and occasionally go over the work that is under his Deputies. The Head Maistry will be in a position of considerable responsibility; and while answerable to the Collector and Revenue authorities for the conduct of his duties should be ready to ask and receive advice from the Range Officer; the occasions on which such would be advisable will be when slight deviations from the estimated trace appear to be perferable; before altering the waterway over road-dams or under-tunnels; when in doubt as to the quality of material available, or as to the locality from which the best material is procurable. On such and other occasions, when a Talook Overseer would require the orders of the Range Officer, the Road Maistry will do well to receive the same assistance.

5. As operations from these funds are extended, and allotments are made for completed portions of roads, and generally for adding to the net works of communications through the district, the number of Maistries must be increased; and the rates of superintendence to expenditure will be higher when small sums are devoted to a great length of miles, than when as at first large expenditure is concentrated on a few miles of new roads. Hence, to provide generally for superintendence, for minor and casual works at the discretion of the Collector, and for contingencies, supposing that one lac of Rupees be assumed in round numbers as the probable available sum for a year, the apportionment may be taken.

			Rs.
For new works and repairs			90,000
Petty establishment, at 7 per cent	7,000		
Minor and casual works, at 2 ,, ,, ...	2,000		
Contingencies, at 1 ,, ,, ...	1,000		
		10,000	
Total			1,00,000

6. For main roads, the Public Works Department will probably be called on to furnish estimates for minor roads and communications between villages; when these are taken up, the Revenue Department can prepare their own estimates, subject, if the Collector thinks fit, to the estimates being checked as to calculations and rates, by the Engineer Department. Any proposed masonry works of importance would be intrusted to the Public Works Department; and for all others of an ordinary nature, the estimated cost of which exceeds a sum to be determined, say 1,000 Rupees, bills would be examined and the work inspected by the Public Works Department.

7. The Government object as a rule to Imperial allotments being supplemented by grants from Local Funds, and especially in the way of maintenance allowances, considering the objects of the roads as distinct; still grants of Local Funds have been given for Imperial lines: one of the main roads under construction in Madura District has had this assistance, and at present there is a grant for the Tuticorin and Palamcottah road. That a district road should receive an Imperial grant is certainly open to objection; but an Imperial line serves local purposes also; the local traffic of two Cusbahs, Sattur and Virdupatty, has the benefit of the Imperial line of road; and it does not appear a misappropriation of funds to make from Local Funds an unfinished part of road, which the Government are unable to take up from Imperial resources.

8. A considerable part of the Tinnevelly District is an open dry country, almost entirely clear of wood, with strong winds prevailing for some months. It is a matter of great difficulty, through the long season of drought, to repair the road surface; the action of the wind combined with the traffic sweeps away the upper-coating, and leaves the stone exposed; water is not found

for stretches of miles; and there are no trees to shelter travellers and their cattle. To have wells provided at intervals would be a great boon to the travelling public; the road would be benefited by them, and avenues may be planted with the prospect of the trees growing up, which themselves will in time produce a direct revenue. There appears to be now the opportunity of providing for wells in the estimates that are framed for the local cess operations; they will facilitate the construction of the road, and be a lasting advantage.

MADURA,
18th February 1867.

(Signed) H. L. PRENDERGAST, Captain,
Officiating Superintending Engineer.

(True Copy.)

(Signed) R. K. PUCKLE.
Collector.

ENCLOSURE No. 2.—Map.

1. In this letter Mr. Puckle submits his views on the subject of employing the District Road Cess in 1867-68, and forwards also a communication from the Superintending Engineer on the subject.

2. The description which Mr. Puckle gives of the present condition of the communications of the district is most unsatisfactory. The district, in fact, does not possess a single complete line of road.

3. The District Road Cess may be estimated in round numbers at a lac of Rupees per annum, and judiciously expended, will in the course of a few years furnish the district with a sufficiency of good *district* roads, to which purpose alone the funds realized under Act III of 1866, (Madras,) are applicable by law.

4. Mr. Puckle proposes that a large portion of the cess shall be devoted to Imperial lines, but this system is open to the objections that to make loans to the Department of Public Works is practically to increase the Budget annually sanctioned for Public Works; that the repayment of such loans may be a matter of future difficulty, (being uncertain, if contingent on the existence of unexpended balance of the Public Works Budget, and being simply a forestalling of future income, if met by a specific appropriation out of the Budget,) and especially that the outlay of funds raised under Act III of 1866 on Imperial works would be a breach of engagement, and shake the confidence of the people in the good faith of the Government.

5. The first step to be taken in the matter under consideration is to determine what roads are properly Imperial; and to restrict expenditure from Imperial Funds on these, leaving the others to be constructed and maintained from the District Road Fund. In their Order of the 5th January 1865, Revenue Department, No. 13, Government approved of ten roads being classed as Imperial, in accordance with the Board's recommendation; but on further consideration, the Board think that most of these may be regarded as really District lines.

6. The Board consider that the main line No. 4 trunk road is, beyond question, Imperial. It traverses the district from north to south, and is the great line of Military communication with the station of Palamcottah, and the southern extremity of Travancore.

7. For the like reasons the line from Madura *via* Streevellipootoor to Tenkasy and Quilon should be classed as Imperial.

8. The road from Palamcottah to Tuticorin, connecting the capital of the district with its chief seaport, should also, in the Board's opinion, be regarded as Imperial.

9. To these three lines the Board are disposed to restrict expenditure from the Public Works Budget, in future, but there are several small Salt roads to which Government should fairly contribute something.

		RS.
Part II.		
Nallur to Armonagherry	... ...	3,650
Part III.		
No. 8 road	... ...	3,410
,, 9 ,,	... ...	2,560
,, 12 ,,	... ...	12,080
,, 5 ,,	... ...	4,520
Shevalpatty to Yetiapuram	... ...	2,820
No. 6 ,,	... ...	17,703
Minor repairs	... ...	

NOTE.—There is a provision of 5,000 Rupees in the Budget for this line; it is not clear whether the 30,000 required for completion includes this or not.

10. If this arrangement be carried out, it would, as far as the Board can gather from the Public Works Budget of 1867-68, liberate funds to the extent of Rupees 46,743, which would be applicable to the retained lines. The sum required for the completion of the first line is only Rupees 30,000, and the whole of this, instead of only a moiety as Mr. Puckle proposes, might be granted in 1867-68, and there would still remain Rupees 16,743 to supplement the existing grant of Rupees 15,000 for the Tuticorin road.

11. The Board wish to have the opinion of the Collector and Superintending Engineer on this proposal, in order that they may address Government without delay. It should be stated also how much the Department of Public Works can this year expend, *beyond* the Budget allotment, on Trunk Road No. 4 and the road to Tuticorin.

12. The other roads requiring to be taken in hand from the District Road Funds, are the following:—

I. Completion of the road from Tuticorin to Sattur, Rupees 11,700. The estimate of this is ready, and should be submitted without delay.

II. From Tenkasy to Palamcottah, Rupees 15,000. An estimate for this should be prepared immediately.

III. Road No. 10, Rupees 10,000. This is not shewn in the Map. The Collector will supply the omission.

IV. Vypar *via* Velatikolam to Yetiapuram. For tracing the road, Rupees 2,000.

V. Velatikolam *via* Arasady to Tuticorin. Tracing the whole way and earthwork between Arasady and Tuticorin, Rupees 5,000.

VI. Puducottah *via* Yeril and Nallur to Trichendoor and *via* Manad to Colasegarapatnam. Tracing throughout Rupees 4,000.

VII. Palamcottah to Shermadevy, Rupees 15,000, of which Rupees 5,000 to be spent in 1867-68.

VIII. Shermadevy to Calkad. Tracing Rupees 1,500.

IX. From Tinnevelly *via* Sevalparey and Valnad to Streevyguntam, Rupees 5,000 to be expended this year.

13. These works involve an expenditure in 1867-68 of Rupees 49,200, and including the sum of Rupees 46,743 received from the Public Works Budget, the total expenditure will be Rupees 95,943.

14. The Board approve of Mr. Puckle's proposals, and request that he will submit a Supplemental Budget accordingly, and request the Superintending Engi-

neer to have the necessary plans and estimates prepared as soon as possible. The Board consider it necessary that the new traces should be made under competent professional superintendence, as they attach the utmost importance to the selection in the first instance of the best line available.

15. The Collector and Superintending Engineer will decide in the case of each work, by which department it is to be executed.

16. The Board quite recognise the necessity of some extra establishment, and definite proposals should be submitted in accordance with No. 22 of the District Road Fund Rules.

17. The Collector will re-submit his Map with the lines marked as shewn in the margin, and will enter a scale and give the length of each line. The Map should shew also the work entered in his Original Budget and sanctioned.

	Completed.	In progress.	Proposed.
Imperial lines, dark red ...			
District lines, dark blue ...			

18. His plan of making excavations for metalling, so as to serve also as tanks, is good; but the apportionment of expenditure between the Road Fund and Jungle Fund is complicated.

19. The Board would like to know approximately how much is likely to be required as maintenance per mile, on the completion of the roads projected, and the present grants for this purpose.

No. 39. Proceedings of the Board of Revenue, dated 19th June 1867, No. 3,803.

Read the following letter from the Collector of Tinnevelly, to the Secretary to the Board of Revenue, dated 27th May 1867, No. 276:—

1. In reply to the Board's Proceedings, No. 2,192, dated 8th April 1867, regarding the Road Cess, I have the honor to inform you that the transfer of certain roads classed as Imperial to District, and the restriction of expenditure from Imperial Funds to the remaining main lines only, is all that can be desired, and is likely to afford greater relief to the Public Works Budget, and to be more advantageous in every way than the scheme of subsidy to complete the Imperial lines that I proposed in my letter of 8th March. I had thought of this transfer myself, but considered the matter disposed of by Government in Proceedings, No. 13, dated 5th January 1865, in which ten roads were classed as Imperial.

2. My proposed subsidy was not, however, intended as a loan, but as a grant from Local Funds.

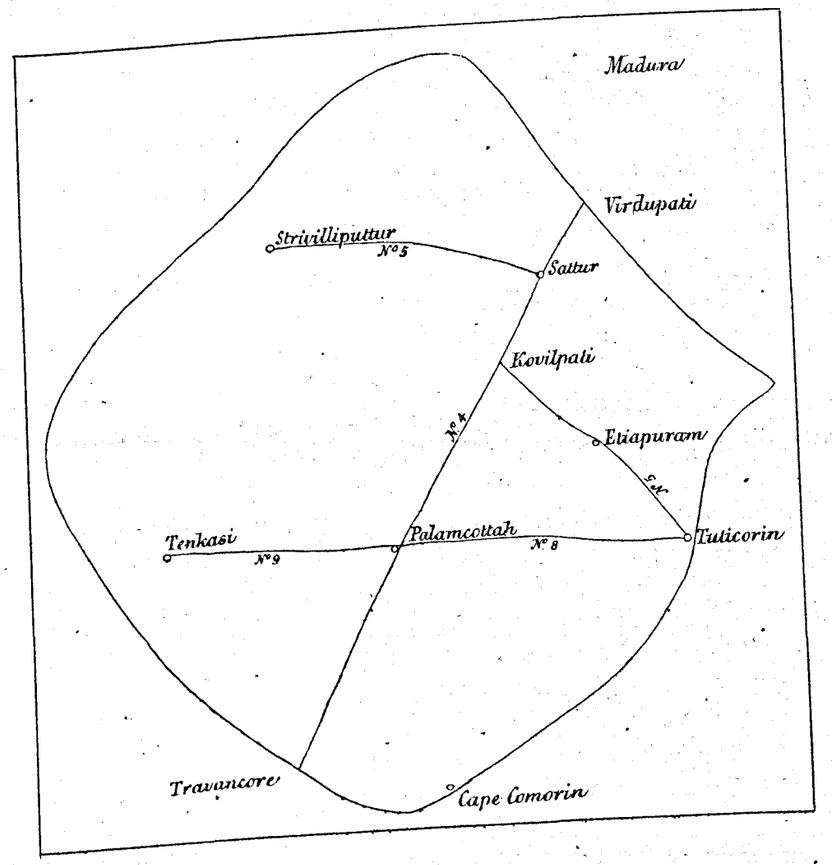
3. Trunk Road No. 4 passing through the district from Madura to Travancore is undoubtedly an Imperial line; but the road from Madura *via* Streevellipootoor and Tenkasy to Quilon, alluded to in paragraph 7 of the Board's Proceedings, carries much more local than through traffic, and is a road only in name, a great part being incomplete; this might be made a District road; the entire line from Tuticorin through Palamcottah to Tenkasy being classed as Imperial, in lieu of that portion of it (between Tuticorin and Palamcottah) proposed by the Board in paragraph 8.

Budget allotment. Maintenance, Rupees 1,920.

	Rs.
Original work	5,000
Repairs	19,180
Total...	24,180

4. The Board have omitted the Cotton road which is really an Imperial line, and leads from Tuticorin to the extreme north-west, as the line *via* Palamcottah to Tenkasy leads to the extreme west of the district; both lines are crossed by Trunk Road No. 4, and one Officer might superintend all three; the lines I propose to retain as Imperial traverse the district as under:—

Budget allotment. Repairs, Rupees 12,080.



5. The retention of these as Imperial lines will alter the calculations given in the margin of paragraph 10 of the Board's Proceedings to the extent of 15,490 Rupees, by carrying the Budget Estimate for Road No. 5* and for the Palamcottah and Tenkasy road† to the head of Imperial; and that for the Streevellipootoor‡ and Tenkasy road, and for Road No. 10§ to the head of district; this alteration will reduce the sum liberated from the Public Works Budget of 1867-68, from Rupees 46,743 to Rupees 31,253, and continue the Imperial grant to the real main lines of communication.

	Rs.
*	12,080
†	3,410
Total ...	15,490
‡	1,920
§	1,940
Total ...	3,860

6. I do not think that the Salt roads require any aid from Government; with one exception, they are made already, and in this exceptional case the road is intended more for general traffic than to carry salt; the line of Salt trade from Viziaputty being more towards the north.

Viziaputty to Valliyur.

7. The other Salt roads to pans in work, aggregate but ten miles in length, and the cost of repair is trifling.

8. The roads proposed in paragraphs 14 to 17 of my letter reviewed by the Board are exclusively district roads, and will greatly aid local traffic.

Nos. I. and II. in paragraph 12 of the Board's Proceedings will form part of Imperial lines, if my present proposition is accepted.

No. III. is marked as directed.

The points to be connected remain the same; but I have slightly altered the lines after personally inspecting them.

No. IV. should be from Vypar to Ottapedaram, instead of from Vypar *via* Vilatikolam to Yetiapuram.

No. V. should be from Velatikolam to Arasady *Salt road*, at its point of junction with the Cotton road, thus avoiding the sand near Tuticorin.

No. VI. should be *via* Yeril and Nallur to Trichendoor and from *Alwartirunagari* to Colasegarapatnam.

9. The works sanctioned from Imperial Funds, from the Road Cess, and from Local Funds, are as under—

From Imperial Funds.

		RS.
Road No. 4	... ...	24,180
Do. „ 5	... ...	12,080
Do. „ 8	... ...	18,270
Do. „ 9	.. ..	3,410

From Road Cess.

		RS.
This road passes through the Yetiapuram Zemindary	No. 10	10,000
	Vypar to Ottapedaram for tracing the road ...	2,000
Do.	Velatikolam *via* junction of Arasady Salt road with Cotton road to Tuticorin tracing the whole way	5,000
	Puducottah *via* Yeral and Nallur to Trichendoor and from Alwartirunagari to Colasegarapatnam tracing throughout	4,000
	Palamcottah to Shermadevy ... ... of which Rupees 5,000 to be spent in 1867-68.	15,000
	Shermadevy to Calkad tracing	1,500
	Tinnevelly *via* Sevalparey and Valeynad to Streevyguntam	5,000
This road passes through the Shivaghiri and Sattur Zemindaries.	Road No. 1 from the Madura frontier *via* Streevellipootoor and Tenkasy to the Travancore frontier Rupees 1,920 maintenance allowance, and Rupees 5,000 for repairs.	

From Local Funds.

		RS.
TENKARAI ...	No. 20 between Tuticorin and Trichendoor in the limits of Ahtur	776
		100
TINNEVELLY ...	Tinnevelly to Palavur	250
	to Tachanallur	1,520
	to Kurukutorei and Karupandorei ...	250
	Kokarakolam to Kurichi	300
	Palamcottah to Calkad	1,140
	From No. 11 through Sutamali to the river ...	120
AMBASAMUDRAM ...	Ambasmudram to Road No. 10	
	Shermadevy *via* Shevel Paranjeri to junction with road from Calkad to Palamcottah (5,000 Rupees have been allotted to this from the Road Cess) ...	500
	Pattamadei *via* Kodaganallur to junction with Road No. 11	235
	Ambasamudram to Papanassam	100
	Do. to junction with the Tinnevelly and Kadayam road near Papagudi	180
	Ammandancovil to Kallur (junction with Trunk Road)...	300
	Shermadevy to junction with Road No. 11 *via* Tirtu and Kodaganallur...	400
		500
TENKASY ...	Palaya Courtallum to junction with Road No. 10...	1,000
	Vellam, &c., to do. No. 1 at Elanji	2,000
	Tenkasy *via* Kutukalvasy to Pambulipatnam ...	300
	Courtallum to Amdaruvi	380
SANKARANARCOVIL .	No. 2	1,300
	No. 17	640
STREEVELLIPOOTOOR	Streevellipootoor to Wartrap...	1,000
OTTAPEDARAM ...	From Tuticorin to Vypar (not needed if road from Vypar to Ottapedaram is made)	500
	Vypar to Velatikolam	500
	Tuticorin to Ottapedaram	500
	Nanguneri to Calkad	300
NANGUNERI ...	Calkad to Singikolam	500
	From Nanguneri *via* Vijianarayanam to Road No 14	1,000
	„ Radapuram to Valliyur	500
	„ Nanguneri on Road No. 4 to Tirukurungudi on Road No. 10	1,000
	„ Do. *via* Mulkareipatti to Road No. 12 ...	1,600
	„ No. 4 at Valliyur to Yeirvadi...	480
	Petty repairs	

10. As the tracing, &c., this year must be done by the Engineer's Department, a Special Establishment will be entertained as required, and in consultation with the Superintending Engineer I will submit a scale of establishment shortly.

11. No time should be lost in putting the works in hand, and I have called on the Range Officers to commence marking out as soon as possible. The Map is re-submitted marked as required.

12. With reference to the excavations for metalling, alluded to in paragraph 18 of the Board's Proceedings, perhaps the simpler method would be to excavate wells or tanks from the Jungle Conservancy Fund, and to sell the material to the road.

13. Material and labor are both very expensive here, and a maintenance allowance of less than 100 Rupees a mile would be insufficient for any road; this

will amount to Rupees 26,000 for the roads now projected when finished. The present grants from the Imperial Budget are shown in paragraphs 3 and 5.

14. The Superintending Engineer agrees as to the advantage of relieving the Imperial Budget of the cost of maintenance of roads that may fairly be classed as District, and he enumerates in paragraph 3 of his letter, herewith enclosed, four roads receiving Imperial grants in addition to the ten roads classed as Imperial in Government Proceedings of 5th January 1865. These are, however, all included in the lines I propose as District.

15. The Superintending Engineer is doubtful whether the line from Madura through Streevellipootoor to Tenkasy should be considered as leading to Quilon or from Tenkasy to Trunk Road No. 4 *via* Road No. 10. Wherever it may be considered to lead, the portion constructed lies all within the district, and is used principally for local traffic, and as such it should be classed as District. The Superintending Engineer is also doubtful whether the Palamcottah and Tenkasy road and the entire length of the Cotton road should be retained as Imperial. I do not see the advantage of different portions of any one road being classed under different heads, and I would prefer retaining these lines throughout as Imperial under one system of management; the Superintending Engineer's second letter, dated 9th instant, was written on a perusal of the draft of this letter; in it he agrees to my scheme generally, and points out certain inaccuracies which I have corrected. As the working season is advancing, I shall be glad to receive my instructions as soon as possible.

From the Officiating Superintending Engineer, 8th Division, to the Collector of Tinnevelly, dated Kodikanel, 30th April 1867, No. 194.

1. In reply to your letter, No. 83, of the 15th April 1867, and the Board's Proceedings, No. 2,192, of the 8th idem, I have the honor to state my opinion that there is no objection to grants of Local Funds being made for the completion of Imperial roads: an Imperial road is also a local road, although a local road is not an Imperial one. The Income Tax Funds were considered local: and still they were devoted partly to Imperial works. The Board propose in paragraph 10 that the Local Funds should take over a certain number of items in the Imperial Budget, which aggregate Rupees 46,743; of these, one item is for a new work Rupees 3,650, Nallur to Arumuganery, so that the proposition involves an annual outlay of Rupees 43,093; which sum capitalized at five per cent., represents an investment of Rupees 8,61,860, or 8½ years revenue of the Road Cess. On the other hand, if there is a subsidy of Rupees 66,700 for the main lines, as in paragraph 11 of your letter to the Board; or if 30,000 Rupees more were similarly appropriated in a subsequent year from the Local Funds, there would be a capital outlay of one lac of Rupees with no further expenditure; the maintenance of the roads being a charge on the Imperial revenue. With regard to the confidence of the people in the good faith of the Government being shaken, by such an appropriation of the Local Funds, it appears to me that if the people consider the question at all, they may come to the conclusion that an outlay of one lac in a couple of years, on main lines, is not more to their disadvantage, than an annual expenditure of Rupees 43,000 on roads heretofore maintained by the Government, while the remainder of the yearly revenue is being devoted to the minor district roads.

2. I make these remarks in explanation of the views which I have expressed to you in a Memorandum of the 18th February, and I would not treat the portion of the Road Cess devoted to Imperial lines as a loan, (for there would undoubtedly be great difficulty in repayment,) but as a *bona fide* outlay; but if the levying of the Road Cess is intended to relieve the Imperial exchequer, it becomes necessary that the separation of Imperial from District roads be reconsidered, and distinct orders be passed by the Government.

Board's Proceedings, paragraph 4.

3. In addition to the ten roads heretofore classed by Government as Imperial, (Government Order, Revenue Department, No. 13, of 5th January 1865,) there are several others, the maintenance of which has continued to be borne in the Imperial Budget, viz.,

Board's Proceedings, paragraph 5.

		Rs.
* Entered in margin, Board's Proceedings, paragraph 10.	Shevalpatti to Yetiapuram*	4,520
	Palamcottah to Calladacurichy	1,740
Do. included in minor Repairs, 17,703.	Road No. 11, Palamcottah to Tenkasy	1,920
	No. 1, from Tirumangalam through Streevellipootoor to No. 10, Tenkasy to Calladacurichy	1,940

The first of these is a feeder to the main Cotton road leading to Tuticorin, and the next is also strictly a District road; but the third is a portion of the general* line from Madura through Streevellipootoor to Tenkasy and Quilon,

* Board's Proceedings, paragraph 7.

and the fourth is another section of the same line; hence these last two items are not available for transfer to the Local list.

I am not sure whether the Board† look upon the Imperial line from Madura to Tenkasy as leading from the latter place westward over the ghauts to Quilon; but I judge from paragraph 10 of your letter that you consider the Imperial line to be continued along Road No. 10, to join Trunk Road No. 4 at Panagudi. This being the case, I consider that the road from Tenkasy to Palamcottah may be treated as a District road; should the Travancore Government, however, open a road from Quilon over the Pullyeri pass to Tenkasy, there would then be a main line of communication through Palamcottah to the coast at Tuticorin, and No. 10 road would become of much less importance, and be, in fact, only a District road; as, however, the prospect of a main line across the Peninsula from Quilon to Tuticorin is still a distant one, only the section from Palamcottah to the coast may probably, for some years be held to be an Imperial road.

† Board's Proceedings, paragraph 7.

4. As regards the road from Streevellipootoor to Tuticorin No. 5, I am disposed to treat this still as an Imperial line; or rather the first twenty-five miles from Streevellipootoor to the junction with Trunk Road No. 4 may be considered local, as that brings only the produce of the district itself to the coast; but from the junction two miles north of Sattur to Tuticorin there is a heavy traffic of cotton coming from the Madura District and also from the Coimbatore country through the Dindigul valley. One would imagine that this stream of traffic will be diverted by the Madras Railway, and also be arrested to take the Railway at Caroor for Negapatam, but the old well-known line is still adhered to, and Negapatam has not begun to rival Tuticorin at all as a point of export.

5. Road No. 12 Palamcottah to Trichendoor, and No. 5 Vamboor to Yetiapuram may certainly be considered as Local and not Imperial. Assuming then Road No. 12 to be a district road, there is no reason why the construction of a branch‡ to the same line from Arumuganary to Nallur should not be undertaken from the Local Funds.

‡ Budget Part II, Item No. 299, Rupees 3,650.

6. For the completion of Trunk Road No. 4, I am only prepared at present to take up the unfinished balance of the estimate of Rupees 30,000 (sanctioned in Government Order, No. 3,661 of 1863,) Rupees 11,438; and the completion of the gap immediately north of Sattur, for which about Rupees 400 will be required,

Board's Proceedings, paragraph 4.

(but the detailed estimate has not yet been sent in,) or say Rupees 16,000 ; of this amount Rupees 5,000 are provided in the Budget of the current year, so that a sum of Rupees 11,000 is still wanting.

Part II., Item No. 298.

7. I have drawn up a List No. I. of the roads to be maintained as Imperial lines with their maintenance grants in the manner that I would separate the two classes of road ; and another List No. II shewing those roads that may be transferred to the charge of the Local Funds ; and this latter list gives a total of Rupees 20,450 ; a third Statement No. III. brings up a grand total of Rupees 31,500, as liberated from the Public Works Budget, and available for the retained lines.

8. Next in importance to the High Road No. 4, I think the necessity of restoring the portion of the road from Tuticorin to Sattur is the most urgent, for which a sum of Rupees 11,500 is required ; the traffic on this road is greater than that on the road between Palamcottah and Tuticorin, and there is a very awkward break in the otherwise made road, while the Palamcottah road to the sea is not yet established as a thorough communication. The balance of funds made available, however, cannot be better appropriated than to this latter line.

Board's Proceedings, paragraph 12, I.

Hence I would propose to distribute the amount of Rupees 31,500 to

Trunk Road No. 4	11,000
Tuticorin and Sattur road	11,700
Tuticorin and Palamcottah road...	8,800
Rupees...	31,500

9. By the scheme detailed above, there is apparently a sum of Rupees 31,500 to be received from the Public Works Budget for specific works to be carried on from the Local Funds ; but the amount in reality is Rupees 24,100, as will be seen from Statement No. 3 ; for the Item marked A. Rupees 7,400 consists of Rupees 7,100, the remainder of the discretionary grant for minor repairs, and Rupees 300 not now required for the beach road at Tuticorin. This amount, 7,400 Rupees, is therefore available for general appropriation, and the allotments in paragraph 12 of the Board's Proceedings may be considerably increased ; approximate amounts are entered in another List No. IV. of the eight roads enumerated in Clauses II to IX. of the same paragraph 12 ; these might be modified as you may deem the carrying on some of the roads as having a prior claim, as Road No. 10 and that from Palamcottah to Shermadevy ; but the total amount put down at Rupees 71,500 shews that a good deal more than tracing can be executed on the roads along the East Coast.

My letter has run on to a somewhat unreasonable length ; but the importance of the subject is such, that I have not been able to avoid entering fully into detail.

No. I.

List of Roads to be maintained as Imperial lines, and their maintenance grants.

	Rs.
Repairs to Road No. IV. *via* Tinnevelly to Arambooly	19,180
Do. to Road No. VIII., Palamcottah to Tuticorin	3,270
Do. part of road from Streevellipootoor from Trunk Road No. 4 to Tuticorin	7,130
Minor repairs to roads	8,113
	37,693

Details of minor repairs to roads.

Maintenance to Road No. 1 from Tirumavagalam *via* Streevellipootoor to Tenkasy	1,920
Do. to Road No. 10 from Tenkasy to Caladacurichy	1,940
Do. to branch road from Cotton Trunk Road to Arasady Salt Pan ...	550
General minor repairs to Roads and Bridges	3,000
Do. to Travellers' Bungalows	703
Total Rupees...	8,113

(Signed) H. L. PRENDERGAST, Captain, R. E.,
Officiating Superintending Engineer, 8th Division.

No. II.

List of Roads to be transferred from the Imperial to the Local Fund Budget, and their maintenance grants.

	Rs.
Repairs to Road No. 8 from Palamcottah to Tenkasy...	3,410
Do. do. No. XII., Palamcottah to Trichendoor	2,560
Do. do. part of Road No. IV. from Streevellipootoor to Tuticorin as far as Trunk Road No. IV	4,950
Do. do. No. V., Shevalputty to Yetiapuram	4,520
Do. do. No. VI., Vamboor to Yetiapuram	2,820
Also, under the head minor repairs to roads.	
Maintenance to road from Nallur to Coilpatam	450
Do. to Road No. 11, Palamcottah to Caladicurichy ...	1,740
Total...	20,450

(Signed) H. L. PRENDERGAST, Captain, R. E.,
Officiating Superintending Engineer, 8th Division.

No. III.

Statement shewing sums liberated from the Public Works Budget and available for other Imperial Works.

		Rs.	
			20,450
Amount as per List No. II		17,000	
Budget List Part III., page 36, minor repairs to roads		6,900	
Deduct amount of maintenance grants under minor repairs...	Balance...	10,100	
		3,000	
Deduct amount retained in List No. I. for minor repairs		7,100	
Add the last item of list of maintenance grants minor repairs Rupees 6,900 for Beach road at Tuticorin		300*	A
		7,400	7,400
Construction of road—Nallur to Arumuganery, Budget Part II., Item No. 299.		3,650	3,650
	Total...		31,500

*Not required, as this road is now kept up by the Municipality.

(Signed) H. L. PRENDERGAST, Captain, R. E.,
Officiating Superintending Engineer, 8th Division.

No. IV.

Statement shewing general allotment of Road Cess Funds with approximate amounts as allotments for eight of the roads.

		RS.
Tenkasy to Palamcottah		15,000
Road No. 10, Tenkasy to Panagudi		10,000
,, Vypar *via* Velatikolam to Yetiapuram		10,000
Velatikolam *via* Arasady to Tuticorin		10,000
Puducottah *via* Yeral and Nallur to Trichendoor and Colasegarapatnam.		10,000
Palamcottah to Shermadevy		10,000
Shermadevy to Calkad		1,500
Tinnevelly, *via* Sivalaperi and Valnad to Streevyguntam		5,000
	Total...	71,500
	RS.	
For construction of road between Nallur and Arumuganery.	3,650	
For maintenance grants—Vide List No. II	20,450	
		24,100
	Total...	95,600

(Signed) H. L. PRENDERGAST, Captain, R. E.,
Officiating Superintending Engineer, 8th Division.

(True Copy.)

(Signed) R. K. PUCKLE,
Collector.

From the Officiating Superintending Engineer, 8th Division, to the Collector of Tinnevelly, dated Kodikanel, 9th May 1867, No. 280.

1. In reply to your letter, No. 104, of the 27th ultimo, I have the honor to observe, that a press of work and the intervention of the Easter holidays prevented my despatching earlier my letter, No. 194, of the 30th ultimo, on the general subjects of roads; but there is not much difference of opinion in my scheme from that expressed in your answer to the Board.

2. I have observed that there is an ambiguity in paragraph 7 of the Board's Proceedings, No. 2,192, as to the extremity of the road from Madura through Tirumangalam, and Streevellipootoor to Tenkasy and Quilon, whether the road is supposed to terminate at Tenkasy within the Tinnevelly District or to lead on, as No. 10, by Punnagudi to Travancore; and the alternative of bringing the road between Tinnevelly and Tenkasy, on the list of District roads, was on the supposition that the long western line of road was to be treated as Imperial.

3. Your paragraph 4.—We have both agreed as to the Cotton road leading to Tuticorin being Imperial, only that I have proposed to consider the northern portion from Streevellipootoor to Trunk Road No. 4 as a local branch, instead of a part of the main line. If it is considered fitting that this portion be detached from the Imperial road, the full maintenance allowance should at any rate be retained as heretofore; for the road will lose none of its importance.

4. Your paragraph 5.—The sum liberated by you from the Public Works Budget, Rupees 31,253, is but slightly different from the sum I put down, Rupees 31,500; but, in your list of works from the Road Cess in paragraph 9, you have brought up a total of only Rupees 37,509, leaving a considerable sum without allotment. I have, however, already filled up a list of approximate amounts, and the distribution of funds amongst such as are clearly District roads will be left by the Board to your discretion.

5. Your paragraph 8, No. IV.—This line of road appears to be altogether altered, I will instruct the Range Officer accordingly; as he has directions to estimate for a line to Yetiapuram, the slight alteration in No. V., to avoid the sand near Tuticorin, is also noticed, and that the Road No. VI. is to start from Alivar, Tinnevelly, to Colasagarapatnam instead from Nallur.

6. Your paragraph 9.—I observe a slight inaccuracy.

	RS.
Imperial Roads No. 8	18,870
The sums being,	
New Work	15,000
Repairs	3,270
	18,270

and Road Cess, "Earthwork between Arasady and Tuticorin," this by the previous paragraph not being intended. I also notice, with a view to obviate references hereafter in the Account Department, that among the roads "from Local Funds," amounts are given to the Range Officers according to their estimates—

	RS.
Tenkarai Road No. 20	776
Tinnevelly, Palamcottah to Calkad	300

instead of Rupees 700, and Rupees 200 as entered in the Budget list—*vide* your letter, No. 76, of the 4th April. I will only further observe regarding Road No. 1, for which you have set down 5,000 Rupees under "Road Cess," that I think money will be very advantageously laid out on this line and to any available extent, for there is very little doing in the way of new work in the 3rd Range.

Enclosure No. 3.—Plan.

The Board accept Mr. Puckle's revised proposals, and request that he will submit a Supplemental Budget without delay. It should be accompanied by a Memorandum shewing the Public Works grants (repairs included) for 1867-68 for each road, and the sums which will now have to be borne by the District Road Fund.

No. 40. Proceedings of the Board of Revenue, dated 12th September 1867, No. 5,863.

Read the following letter from the Collector of Tinnevelly, to the Acting Secretary to the Board of Revenue, dated 23rd July 1867, No. 385.

As requested in the Board's Official Memorandum, No. 763, dated 15th instant, I have the honor to forward, herewith, Supplemental District Road Fund Budget Parts I. and II. for 1867-68, prepared in the proper form, together with two Memoranda of the estimated receipts and charges.

Enclosures Nos. 1 and 2.—Supplemental Budgets.

Enclosures Nos. 3 and 4.

Abstract.—Abstract Estimates of Receipts and Charges of District Road Fund.

1. With the foregoing letter, the Collector submits his Supplemental District Road Fund Budget for 1867-68.

2. The Original Budget shewed an estimated income of Rupees 21,300 from the several items of receipts with an expected balance of Rupees 6,616. The Collector now estimates the entire income of the Fund at Rupees 1,22,680, of which the expected Road Cess collections alone come to Rupees 1,00,000. The actual cash balance on the 1st April 1867 is given as Rupees 66,724. Thus, the total available assets for the year may be assumed as Rupees 1,89,404.*

Rs.	
* 1,22,680	
66,724	
1,89,404	

3. In the abstract estimate of receipts, the balance on the 1st April 1867 is given under the following heads :—

	Rs.
Surplus Devastanum Fund	33,855
Fort Wall Fund	1,740
Road Cess	16,246
Other items	14,883
	66,724

From the above, the Board are led to believe that the Collector keeps separate accounts of expenditure for each of these minor heads of the District Road Fund, which is an unnecessary multiplication of work in the Account Department of the Collector's Office. The Board accordingly direct that, in future, only one account be kept for the expenditure incurred from all sources of income credited to the District Road Fund.

4. The appropriations in the Original Budget amounted to Rupees 27,771 leaving an available balance of Rupees 1,61,633.†

Rs.	
† 1,89,404	
27,771	
1,61,633	

5. Part I. of the Supplemental Budget contains nine works, all of which have been carefully selected both by the Collector and the Superintending Engineer.

6. The first work, which is a transfer from the Public Works Budget, is the road from Nulloor to Armuganery salt pans at an estimated cost of Rupees 4,100, and with an allotment of the same amount. It appears in the current year's Public Works Budget as Item No. 299, with the amount of the estimate given as only Rupees 3,650, which is the sanctioned sum, and which will now be entered in the Budget.

G. O., Public Works Department, 12th September 1864, No. 2,635.

7. For the remaining eight works no estimates have been submitted, and they cannot of course be commenced until the estimates are sanctioned in the usual course. The allotment of Rupees 5,000 proposed by the Collector for the road from Palamcottah to Shermadevi has been raised to Rupees 15,000, as there are sufficient funds available.

8. In the Abstract Estimate of Charges, the Collector proposes an expenditure of Rupees 34,335 on account of surplus Devastanum Funds, and no particulars thereof are given either in Parts I. or II. of the Supplemental Budget. The Board observe, however, that Government in their Proceedings,* dated 25th May 1864, No. 892, directed that a sum of Rupees 74,265, the then accumulated surplus Pagoda Funds of the district, should be devoted to the following works on the road from Palamcottah to Streevellipootoor *via* Sankerninarcovil :—

* Revenue Department.

	Rs.
1. Bridge across the river at Vaniempatty	5,750
2. Do. at Sholapuram	12,400
3. Chuttrum at do.	12,100
4. Bridge across the river at Solasury	15,700
5. Do. at Carnavanulloor	12,650
	58,700
For making portions of the above-mentioned road ...	15,665
	74,265

9. In paragraph 7 of the Local Fund Report of the district for 1866-67, the Collector states that Rupees 17,775 were spent on these works in that year, which added to former expenditure amounts to Rupees 40,410, leaving a balance of Rupees 33,855,† which is shewn above, as the balance on the 1st April 1867. The Board now direct that the above-mentioned works be entered in Part I. of the Budget, inserting 40,410 Rupees as the actual expenditure on them up to 31st March 18.7, and an allotment of Rupees 34,335, as proposed by the Collector, which includes the expected surplus Devastanum receipts of Rupees 480.

Rs.	
† 74,265	
40,410	
33,855	

10. Part II. of the *Supplemental Budget* contains six works, inclusive of a special allotment of Rupees 10,100 on account of *minor repairs to roads*. The whole of these are mere transfers from the Public Works Budget of the current year.

11. There are seven items exhibited in the list of works which accompanied the Government Order, Revenue Department, dated 28th May 1867, No. 1,207, as appertaining to the Tinnevelly District, and which are noticed below :—

	Rs.
No. 1. Maintenance to Road No. 11 from Palamcottah to Cullalacoorchy ...	1,740
No. 7. Special repairs to roads	10,100
No. 5. Maintenance to branch road from Trunk Road to Arasady Salt Pans ...	550

Items Nos. 1 and 7 have been entered in the Budget with their respective allotments.

Item Nos. 5 is also provided in the Budget with an allotment of Rupees 1,050, instead of Rupees 550, as originally proposed.

	Rs.
No. 3. Maintenance to Road No. 1 from Terumangalum *via* Streevellipootoor to Tenkasy	1,920
No. 4. Maintenance to Road No. 10 from Tenkasy to Culladacoorchy ...	1,940
No. 6. Maintenance to Beach Road at Tuticorin	300
No. 2. Maintenance to Road from Nullur to Covilpatam Salt Pan	450

Items Nos. 3 and 4 are rendered unnecessary with reference to the allotments of Rs. 6,920 and Rupees 1,940, respectively, for these roads, as will be seen in Part I. of the Budget.

This item is omitted from the Budget, as the road should be maintained by the Tuticorin Municipality.

This item appears to have been omitted by the Collector from the Budget. The omission is accordingly supplied in the Board's Office.

Besides the works transferred as above, three other works have been taken from the Public Works Budget, and the total number of works admitted in the Budget are now seven.

12. With reference to the above remarks, the Board have caused Parts I. and II. of the Budget to be revised in their Office. The following is an abstract of the Budget as now submitted :—

		Rs.
By Public Works Department ...	Original Works..... ...	81,695
	Repairs	22,190
		1,03,885
By Revenue Department	Original Works	7,650
	Repairs	1,050
Add		
For Public Works Supervision at ten per cent. on the estimated expenditure		10,388
Reserve at ten per cent. on Rupees 1,00,000, difference between Rupees 1,22,200 and Rupees 21,300		10,090
		1,33,063

Rs.	
*	1,61,633
	1,33,063
	28,570

This amount if deducted from the available balance of Rupees 1,61,633, shewn above, leaves a surplus balance of Rupees 28,570.* The Board request that the proposed expenditure of Rupees 1,33,063 may receive the sanction of Government. The Collector is requested, in communication with the Superintending Engineer, to submit, at an early date, further proposals to utilize the large balance of Rupees 28,570.

13. In his original proposals for the expenditure of the Road Cess, the Collector recommended certain allotments from that Fund as grants in aid of appropriations already made from the Imperial Funds for Imperial lines. The

Board's Proceedings, 8th April 1867, No. 2,192.

Board pointed out to Mr. Puckle that this course was open to several objections, and that the object he had in view would be better met by a careful re-classification of the roads of the district. In this Mr. Puckle acquiesced as "likely to afford greater relief to the Public Works Budget," while otherwise fully answering the purpose of his proposed subsidies.

Collector's letter, dated 27th May 1867, recorded in the Board's Proceedings, dated 19th June 1867, No. 3,803.

14. In Government Order, Revenue Department, dated 5th January 1865, No. 13, ten roads were classed as Imperial. These it is now proposed to reduce to four, which are as follow :—

1st.—Trunk Road No. 4, leading from Madura by Virdupaty, Sattur, and Palamcottah, to the southern extremity of the province.

2nd and 3rd—Lines Nos. 8 and 9, from Tuticorin through Palamcottah to Tenkasy.

4th.—A portion of line No. 5 from Sattur to Tuticorin. There can be no question as to these being really of an Imperial character, and they have always been recognized as such by Government.

15. The Salt lines of the district are properly Imperial, but their length is only about ten miles altogether, and as they have already been completed, the Board propose, as suggested by the Collector, for the sake of simplicity, to provide for their repair from the Road Fund.

	Allotment in the Public Works Budget. Rs.
Road from Calpatti to Pannagoodi ...	2,560
Do. Palamcottah to Trichendoor ...	...
Do. Vypaur towards Madura ...	...
Do. Munjancolum to Yetiapuram...	550
Do. Arasady to Junction to Trunk Cotton Road	...
Do. Tuticorin to Carapada Salt Pans	...
Do. Strivigoondum to Palayakarel.	2,820
Do. No. 6 from Vemboor to Ettiapuram	4,520
Do. from Shelvapatti to Yetiapuram	3,650
Widening and improving the Salt road from Nallur to Arumunganeri ...	1,920
Road No. 1 from Madura frontier *via* Streevolliputtoor and Tankasy to the Travancore frontier	1,940
Road No. 10 from Tenkasy to Kulladakurchi	1,740
Do. 11 from Palamcottah to Kulladakurchi	10,100
Minor repairs to roads	450
Road from Nallur to Coilpatam Salt Pans	
	30,250

16. Thus from the beginning of 1868-69 the Public Works Budget need only provide for the completion and the maintenance of the four lines above specified.

17. The other lines hitherto classed as Imperial, but now brought on the list of District roads, are specified in the margin, with the allotments assigned to each in the Public Works Budget of the current year.

18. It will be seen from this, that calculating on the allotments of the present year, the arrangements now proposed would involve a saving to Government of Rupees 30,250.

19. The district, as the Collector points out, is miserably deficient in good roads, and the Board trust, therefore, that Government will now make liberal grants for the few lines retained on the Imperial list so as to insure their early completion.

SUPPLEMENTAL DISTRICT ROAD FUND BUDGET FOR 1867-68.

PART I.

Original works to be executed out of the District Road Fund.

District.	Project. No.	Locality.	Description.	Amount of Estimate.	Actual expenditure up to 31st March 1867.	Amount required in 1867-68. By Public Works Department.	By Revenue Department	Total.	Remarks.
			Communications.	RS.	RS.	RS.	RS.	RS.	
TINNEVELLY.	1	.....	Widening and improving the Salt road from Nallur to Annooganerry Salt Pans.	3,650	...	...	3,650	3,650	Item No. 299 of the Public Works Budget for 1867-68.—G. O., P. W. D., dated 12th September 1864, No. 2,635.
	2	.....	Road No. 1 from Madura *via* Streevelliputtur and Tenkasy to Quilon.	6,920	...	6,920	...	6,920	Estimate will shortly be submitted to Government.
	3	.....	Completion of Road No. 10 between Cullidacoorichy and Panagudy.	11,940	...	11,940	...	11,940	Ditto.
	4	.....	Road from Velatikolam *via* Junction of Arasidi Salt road with Cotton road to Tuticorin tracing the whole way.	5,000	...	5,000	...	5,000	Ditto.
	5	.....	Road from Puducottah *via* Yeral and Nulloor to Trichendoor from Alwartirunagari to Colasagarapatnam tracing throughout.	4,000	...	...	4,000	4,000	Ditto.
	6	.....	Do. Palamcottah to Shermadevy ...	15,000	...	15,000	...	...	Ditto.
	7	.....	Do. Tinnevelly *via* Sivalaperi and Valnad to Streevyguntam.	5,000	...	5,000	...	...	Ditto.
	8	.....	Do. from Vypaur to Ootapadaram for tracing the road.	2,000	...	2,000	...	2,009	Ditto.
	9	.....	Do. Shermadevi to Calkad tracing.	1,500	...	1,500	...	1,500	Ditto.
	10	.....	Works on the road from Palamcottah to Streevelliputtoor *via* Sunkerninarcovil ... ... Rs. 74,265						
			1. Bridge across the river at Vaniempatty.	5,750					
			2. Do. do. at Sholapuram	12,400					
			3. Chuttrum at do.	12,100	4,041	34,335	...	34,335	G. O., R. D., dated 25th May 1864, No. 892.
			4. Bridge across the river at Solasoori.	15,700					
			5. Do. do. at Carnivanulloor ...	12,650					
			For making portions of the above-mentioned road.	15,665					
			Total.	...	...	81,695	7,650	89,345	

(Signed) R. A. DALYELL,
Secretary.

MADRAS,
12th September 1867.

SUPPLEMENTAL DISTRICT ROAD FUND BUDGET FOR 1867-68.

PART II.

Repairs to be executed out of the District Road Fund.

District.	Repair. No.	Locality.	Description.	Amount required in 1867-68. By Public Works Dept.	By Revenue Dept.	Total.	Remarks.
			COMMUNICATIONS.	RS.	R	RS.	
TINNEVELLY.	1	.....	Road No. 12 from Palamcottah to Trichendoor.	2,560	.....	2,560	Transferred from the Repair list of the Public Works Budget.
	2	.....	Do. from Shevelpatti to Yetiapuram.	4,520	.....	4,520	Do. do.
	3	.....	Do. No. 6 from Vemboor to Yetiapuram.	2,820	.....	2,820	Do. do.
	4	.....	Do. No. 11 from Palamcottah to Callidacurichy.	1,740	.....	1,740	Do. do. G. O., R. D., dated 28th May 1867, No. 1,207.
	5	.....	Branch road from Trunk Road to Arasady Salt Pans.	.....	1,050	*1,050	* Do. do. inclusive of Rupees 550 appearing in the list.
	6	.....	Road from Nallur to Covilpatam Salt Pans.	450	.....	450	Do. do. G. O., R. D., dated 28th May 1867, No. 1,207.
	7	.....	Minor repairs to roads	10,100	.....	10,100	Do. do. do.
			Total...	22,190	1,050	23,210	

MADRAS,
12th September 1867.

(Signed) R. A. DALYELL,
Secretary.

Proceedings of the Madras Government, Revenue Department, 2nd October 1867.

No. 41. ORDER THEREON, 2nd October 1867, No. 2,299.

Local Funds, No. 3. Account.

1. The Government approve and sanction the Supplemental Estimates submitted with the above Proceedings, as recommended by the Board.

2. Orders will be passed in the Department of Public Works for the employment of the liberated Imperial Funds consequent on the revised classification of the roads in the District.

(True Extract.)

Secretary to Government.

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

Ed. T. Carlledge.

Lieut
Manuscript 1868

№ 3069

Comm^d^ of the
Supply Engineer of the
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for utilizing the funds
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№ 3069 - 3d October 1867

Sanctg the
Suppl. Local Fund
Budget of the
Triennium 67-
for the current
Year —

Nos 46-47

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