

(1) Number of pages 10

(2) Date of repair 10-1-48

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 3374	Press Mis.
396-77	
Dated 19. 10	18.12.48.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
19th October 1869.*

No. 396. Read the following Proceedings of the Madras Government in the
Revenue Department :—

Roads in South Canara.—Rule requiring the
completion of sanctioned roads before the con-
struction of new ones is commenced, relaxed to
the extent specified. (Here enter 6th October 1869, No. 2,733.)

No. 397. ORDER THEREON, 19th October 1869, No. 3,374.

LOCAL FUNDS, No. 50.

Civil Works.

COMMUNICATED to the Superintend-
ing Engineer of the 7th Division, whose
attention will be drawn to para. 2.

(True Extract.)

Captain, R.E.,
Acting Under Secretary to Government.

3

No. 65. Proceedings of the Board of Revenue, dated 24th August 1869,
No. 6,353.

IN reviewing the Local Fund Budget for 1869-70, the Government have laid down* that "the endeavour of the local officers should be to complete the roads now in progress before proposing new lines," and directed that "allotments for unsanctioned works should be transferred in proper time to sanctioned works + the progress of which is im-

“for unsanctioned works should be transferred in proper time to sanctioned works,† the progress of which is impeded by want of funds.” In obedi-

Budget of 1869-70, to meet some excess in sanctioned ones; but I presume that the above rule is not intended to apply equally in the case of bridging roads already opened to cart traffic, and completed in all other respects.

opened to cart traffic, and completed in an hour.

2. For a better appreciation of the effects of the above orders of Government, if applied to the bridging of roads in the present state of this district, I beg to solicit attention to the fact that South Canara is subject to a heavy monsoon during which all its sea-ports are closed for more than five months of the year, (June to October,) and almost all in-land traffic is at a stand-still. Consequently it is a matter of secondary importance that unbridged rivers should be impassable at a season of the year when scarcely anybody wants to pass over them, if in the trading season they are low and fordable. While rich parts of the district lie unopened out and more than one seaport remains inaccessible to carts from the interior, and branch feeders and connecting cross lines are required, it is I think of more importance to open fair weather roads than to stand still for years till we have fully bridged every road yet commenced. There are at present only eight main lines, of which four have been fully, and the rest only partially, bridged. The latter are, however, open to cart traffic during the fair weather, to which trading is almost entirely confined in this district.

3. Furthermore this district happens to be unusually overburdened with prior estimates for bridge-work. Between the months of June and October 1867 estimates, to an aggregate amount of Rupees 1,41,900, were submitted for sanction for bridge-work on five Local Fund lines in the district. At the time of their submission it was not anticipated by me that the mere circumstance of their being submitted at one time to suit the office convenience of the Public Works Department would involve the necessity of their being worked out before other works of importance could be taken in hand. I had meant that they should have no more than their fair share of the funds of the district, or I would never have counter-signed and forwarded all of them at one time, with the deliberate prospect of

*Proceedings of the Madras Government, Revenue Department,
6th October 1869.*

swamping progress in all other directions for the space of about five years. Such, however, would be the effect of now applying the order of Government which was subsequently passed, and which, by reason of the accident of these estimates having been already sanctioned, might impart to them a priority of importance, as well as of mere date, and all new roads for the opening of the district would have to be postponed to them. Such an action of one general order of Government on the advancement of this district would be very much to be deplored, and was probably as little anticipated by the Government when passing the orders as by myself when forwarding the bundles of bridge-work estimates within a few months of my joining the district, and at my very first entry on the duties of an Acting Collector.

Aggregate amount of estimates sanctioned for bridge-work on five lines 1,41,000
Expended up to 31st March 1869 ... 72,100

* *Vide* letter to Board, 23th July 1869, No. 157, submitting revised estimates.
† Original estimates have already been exceeded to the extent of Rupees 13,000 in the case of three bridges.

4. The amount of funds spent on bridge-work up to the end of past official year is shown in the margin, and the estimated and sanctioned amount still remaining* to be done, together with the amounts continually occurring in excess† of estimates, and emergently required for bridges which give way occasionally, will, if no other works are to be undertaken before its completion, absorb all the resources of the district for at least three more years, including the current one, and I cannot persuade myself that Government intended by their recent orders that all new works and improvements, however important and urgently required, should be effectually put a stop to throughout the district for such a period.

5. Under these peculiar circumstances, I would beg to submit for consideration whether, in fairness to the payers of Road Cess, all their funds can be used year after year exclusively on a few costly, and perhaps distant, bridges on lines which some of them never even see, while their chief requirements are fair weather roads open to cart traffic in the trading season. I venture to urge that it would be better for the general good of at least this district that a certain proportion only of the annually available funds should be set aside for the steady annual completion of the bridge-work, and the remainder left free to be arranged for in annual Budgets according to actual requirements. I would propose that from one-third to one-half only of the surplus funds, after providing for the regular maintenance allowances, be annually set aside for bridge-work, and the remainder for improving already opened but ill-traced roads, for continuing old lines, and for opening up important parts of the district now inaccessible to carts, with fair weather lines designed to be eventually converted into good roads and substantially bridged as money is available. The Board need be under no apprehension that new roads will be unduly multiplied, as the complete scheme called for in their Proceedings, dated 14th November 1867, No. 7,428, will be a sufficient check thereto.

6. As both the framing of the forthcoming Budget of District Road Fund, and the drawing up of the complete scheme alluded to in the preceding paragraph, depend on the applicability or otherwise of the Government Order in question to the present case, I beg to solicit the Board's early attention to this reference.

*Proceedings of the Madras Government, Revenue Department,
6th October 1869.*

SUBMITTED for the orders of Government.

2. Government have directed generally that roads in progress should be finished before new ones are commenced. The Collector of South Canara shows clearly that if the roads which are finished, all except bridging, are to be bridged before new ones are undertaken the district will suffer.

3. The Board have no doubt that this is a case in which Government will allow the rule laid down by them to be relaxed.

4. Meanwhile the Collector may proceed to frame his Budget on the principle which he advocates.

No. 66. From Colonel G. W. WALKER, R.E., Superintending Engineer, 7th Division, to the Secretary to Government, Department Public Works, dated Coonoor, 6th September 1869, No. 94.

In paragraph 3 of their Proceedings, No. 6,353 of 24th August, the Revenue Board express their undoubted belief that Government will see fit to allow the rule which they have laid down for the preparation of Local Fund Budgets to be relaxed with reference to the Canara District, and in paragraph 4 they permit the Collector to frame his Budget without reference to that rule.

2. I respectfully submit that in such a matter, especially when the greater part of the outlay is to be incurred under his orders, the opinion of the Superintending Engineer should be taken by the Revenue Board, before proceeding to contravene standing orders on the representation of the Collector alone. As they have not so acted in this case, I have no alternative, but to submit direct to Government a letter and Draft Budget of the Collector of Canara, with my reply thereto and alternative Budget; on the comparative merits of which Budgets I request that their opinion may be given.

3. I have to object to Mr. Thomas' statements that the estimates for bridge-work which have been so systematically opposed by him (*vide* G. O., No. 261 of 24th January 1868, and accompaniments) were prepared in consultation with his predecessors, and after deliberate consideration with them of the more immediate wants of the district; my twenty-four years acquaintance with which gave me in their eyes more claim to consideration than he now affords me. I will not however add to the arguments I have addressed to Mr. Thomas himself, but content myself with urgently remonstrating against any reversal of the general policy both of the Local and Imperial Governments in the preparation of Budgets, in the case of the Canara District.

TRANSFERRED to the Revenue Department.

(Signed) CHARLES A. ORR, Colonel, R.E.,

9th September 1869.

Secretary to Government, P.W.D.

*Proceedings of the Madras Government, Revenue Department,
6th October 1869.*

No. 67. ORDER THEREON, 6th October 1869, No. 2,733.

Local Funds, No. 2.
Civil Works.

THE Government concur with the Acting Collector of South Canara and the Board of Revenue in considering that the rule requiring the completion

of sanctioned roads before the construction of new roads is commenced may be relaxed in the South Canara District to the extent of sanctioning the expenditure upon new roads of a moiety of the balance available for new works, the other moiety being expended in completing the bridges on the roads already constructed.

2. The Superintending Engineer's letter with its enclosures will, however, be forwarded to the Board of Revenue for such consideration as they may deem proper, when preparing the South Canara District Road Fund Budget for submission to Government. The attention of Colonel Walker will, in the mean time, be drawn, through the Public Works Department, to Rule VII. of the Local Fund Rules issued with the G. O. under 4th March 1864, No. 392.

(True Extract.)

W. H. M. L. C.

Acting Secretary to Government.

To the Board of Revenue. |
,, the Public Works Department. |

Exd. E. C. Shunker.

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REVENUE.

To

THE BOARD OF REVENUE,

Re, &c, &c.

Dated October, 1869.

Recd. *24* *1869*

G. O., 6th October 1869, No. 2,733.

COTTON.

Nos. 65-67.

Roads in South Canara.—Rate requiring the completion of sanctioned roads before the construction of new ones is commenced, relaxed to the extent specified

No 3394-19 Oct 2/69

From an order

*Communicated to the duty
Super of the 7th Div, whose attention
will be drawn to para 2.*

No 3394

19 Oct 2/69

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1869
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1869

1869

Ac 4238
Govt. of 1869 Madras.

PUBLIC WORKS.

To The Superintending Eng^r
7th Division
&c., &c., &c.

Dated

Encl.

Recd.

G. O. 19 October 1869, No. 3374

Nos. 396-397

Notes. For: The Dep^y Comm^r
to the Secy of S. Canam
& the Secy of Rev^y in considering
that the Public Works
-plan of a new road
before the new road
road is commenced may be
balanced in the S. Canam
the subject specified in and
the office concerned