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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2223

Press
Mis.

203-204

Dated 11/11/51

18

Not to be folded or roughly handled

No. 203. Read the following letter from the Acting Superintending Engineer, 5th Division, to the Secretary to Government, Public Works Department, dated Salem, 24th September 1870, No. 126:—

I HAVE the honour to request the instructions of Government on the following subject.

In the Local Fund Budget for 1870-71, prepared by the Collector of Salem, and submitted through this office, under date the 29th September 1869, to the Board of Revenue for sanction, the maintenance of those portions of the two Imperial roads passing through the limits of the Municipality of Salem was allowed for, as it had been the practice in this district for the Revenue Department to keep in repair from Local Funds those portions of the Imperial roads above mentioned.

2. The items entered in the Local Fund Budget for this purpose were as follow:—

I.—For the two miles of Imperial road from Salem to	RS.
Cuddalore	600
II.—For the three miles of Imperial road from Salem to	
Trichinopoly	900
	1,500

3. The Board, however, in their Proceedings, dated 16th October 1869, No. 7,718, expressed a doubt as to the propriety of the cost of repairs of these roads being chargeable to Local Funds, and in their Order No. 5,196, dated 6th August 1870, they have accordingly directed the Collector to request me to arrange for the maintenance of the same.

4. It is clear that, in accordance with G. O., No. 1,024, dated 28th August 1867, which rules that Imperial roads passing through Municipal limits should be maintained from Imperial Funds, the roads in question ought to have been included in the Imperial Budget, but as almost the entire road-work of this district has of recent years been permitted to be carried out by the Revenue Department, the repair of the roads in question has been also allowed to be undertaken by them from Local Funds.

5. The practical result of the Board's recent order, as above quoted, now is that the roads, over which perhaps the greatest traffic of a busy and populous town like Salem passes, are now left totally unprovided for, as it is simply impossible that from the meagre allowance, calculated at Rupees 100 per mile, for the remainder of the trunk roads named, any portion can be diverted for the repair of the five miles of town roads now left uncared for.

6. I would respectfully point out that it appears to me scarcely just or fair to charge to Imperial Funds the entire maintenance of the five miles of roads in question. It is self-evident that if Rupees 100 per mile is considered by Government sufficient to keep their roads in a state of repair suitable for all Imperial purposes, any extra repairs that may be caused by traffic thrown by local causes on any particular portions of those roads ought to be met from local sources. And

*Proceedings of the Madras Government, Public Works Department,
11th November 1870.*

in the question under consideration the Salem Municipality is clearly the source indicated.

7. The converse of this principle is conceded by Government in their consenting to share one-half of the expense of bridges and tunnels constructed on local roads over irrigation channels, and I think that the Salem Municipality cannot equitably decline to come forward and contribute what is requisite to make good the wear and tear caused by local traffic on the Imperial roads under reference, more especially as they are permitted to levy tolls on these very roads.

8. The levying of turnpike-tolls on roads for the purpose of maintaining them in repair, as was formerly the case in England, proved such a constant and undoubted source of annoyance and vexatious hindrance to traffic that, under the strong pressure of the advancing civilization of the day, they have been regularly suppressed. For a Municipality therefore to be allowed, at this late period, and in the teeth of such experiences, not only to introduce a turnpike-toll, but to expend the money thus collected for any other purpose but that for which it is supposed to be collected, appears to me to be, as the saying is, adding insult to injury.

9. Should Government be pleased to adopt this view of the matter, I would suggest that from the Rupees 300 per mile, calculated by the Collector as necessary for the proper maintenance of the five miles of road mentioned, Rupees 200 per mile should be defrayed from Municipal Funds, and the remainder be charged to Imperial Funds.

10. Should this arrangement, as I trust, be considered equitable, I have the honour to request that the sum of Rupees 1,000 may be transferred with all practicable despatch by the Municipality to this Department, as the roads, which have hitherto been kept in excellent condition, already show marks of neglect, and if left untouched they will rapidly deteriorate during the north-east monsoon now on us.

11. Unfortunately, owing to the tightness of the Imperial money market, and the paring and scraping that have, in consequence, been resorted to in conjunction with the careful gleaning of every waif and stray, there is no money whatever available, during the current year, in this district to meet the Rupees 500 that should be contributed by Government for the five miles of road in question.

12. In the Imperial Budget, however, of 1871-72 the maintenance of these five miles of road has been taken up by me in accordance with the G. O. quoted.

No. 204. ORDER THEREON, 11th November 1870, No. 2,703.

CIVIL WORKS, No. 16.

THE Government are of opinion that the five miles of road referred to in this letter, lying within the Municipal

limits of Salem, should, as in other Municipalities, be kept in repair by the Commissioners, and, seeing that they have been empowered to levy tolls on those roads, His Excellency in Council considers that a contribution of Rupees 100 per mile as a maintenance allowance from Imperial Funds will be sufficiently liberal.

*Proceedings of the Madras Government, Public Works Department,
11th November 1870.*

The charge of the five miles of road in question will accordingly be handed over to the Municipality from the 1st of next April, and the Rupees 500 annually provided for their maintenance will be paid over to the Commissioners by the Superintending Engineer.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Acting Superintending Engineer, 5th Division.
,, Controller of Public Works Accounts.
,, Public Department.

Exd. S. T. Augustin.

Govt. of {1870} Madras.

To PUBLIC WORKS.

THE ACTING SUPERINTENDING

ENGINEER, 5TH DIVISION.

&c. &c. &c.

Dated November, 11th.

Recd.

Encl.

G. O., 11th November 1870, No. 2,703.

NOVEMBER.

Nos. 203-204

Roads.—Passing orders on the letter from the Superintending Engineer of the 5th Division, requesting instructions as to the maintenance of certain roads passing through the Municipal limits of Salem.

N^o 126

Superintg. Engineer's Office, 5th Division,
Salem, 24th September 70.

From, Captain R. A. Roberts, R. E.,
Ag. Superintg. Engineer, 5th Div.,
To, Colonel Charles A. Cox, R. E.,
Secretary to Government, P. W. Departt.
Sir,

I have the honor to request the instructions of Government on the following subject.

In the Local Fund Budget for 1870-71 prepared by the Collector of Salem, and submitted through this office, under date the 29th September 1869, to the Board of Revenue for sanction, the maintenance of those portions of the two Imperial Roads ~~which~~ passing through the limits of the Municipality of Salem was allowed for, as it had been the practice in this District for the Revenue Department to keep in repair from Local Funds those portions of the Imperial Roads above mentioned.—

2. The items entered in the Local Fund Budget for this purpose

were, as follows:-

a. For the two miles of Imperial Road
from Salem to Andalur Rs 600.

b. For the 3 miles of Imperial
Road from Salem to Trichinopoly Rs 900.
Total Rs Rs 1500.

3. The Board, however, in their
Proceedings, dated 16th October 1869, No 7718,
expressed a doubt as to the propriety of
the cost of repairs of these roads being
chargeable to Local Funds, and in
their order No 5196 dated 6th August 1870,
they have accordingly directed the collector
to request me to arrange for the main-
tenance of the same.

4. It is clear that, in accordance
with G.O. No 1024, dated 28th August 1867,
which rules that Imperial Roads
passing through Municipal limits
should be maintained from Imperial
Funds, the roads in question ought to have
been included in the Imperial Budget,
but as almost the entire road work
of this District has of recent years
been permitted to be carried out by

the Revenue Department, the repair
of the roads in question has been al-
lowed to be undertaken by them from
Local Funds.

5. The practical result of the Board's
recent order, as above quoted, now is
that the roads, over which perhaps the
greatest traffic of a busy and populous
town like Salem passes, are now left
totally unprovided for, as it is simply
impossible that from the meagre
allowances, calculated at Rs 100 per mile,
for the remainder of the Trunk Roads
named, any portion can be diverted
for the repair of the 5 miles of Town
roads now left unprovided for.

6. I would respectfully point
out that it appears to me scarcely
just, or fair, to charge to Imperial
Funds the entire maintenance of the
5 miles of Roads in question. It is
self-evident that if Rs 100 per mile
is considered by Government sufficient
to keep their roads in a state of
repair suitable for all imperial purposes,

any extra repairs that may be caused by traffic shown by local causes on any particular portions of those roads, ought to be met from local sources. And in the question under consideration the Salem Municipality is clearly the source indicated.

7. The converse of this principle is enacted by Government in their consenting to share one half of the expense of bridges and tunnels constructed on local roads, over irrigation channels, and I think that the Salem Municipality cannot equitably decline to come forward and contribute what is requisite to make good the wear and tear caused by local traffic on ^{The} Imperial Roads, under reference, more especially as they are permitted to levy tolls on these very roads.

8. The levying of turnpike-tolls on roads for the purpose of maintaining them in repair, as was formerly the case in England, proved such a constant and undoubted source of annoyance, and vexatious hindrance to traffic, that

under the strong pressure of the advancing civilization of the day, they have been regularly suppressed. It is a Municipality therefore to be allowed, at this late period, and in the teeth of such experience, not only to introduce a Turnpike-Toll but to expend the money, thus collected, for any other purpose but that for which it is supposed to be collected, appears to me to be, as the saying is, adding insult to injury.

9. Should Government be pleased to adopt this view of the matter, I would suggest that from the Rs. 300 per mile calculated by the Collector as necessary for the proper maintenance of the five miles of road mentioned, Rs. 200 per mile should be defrayed from Municipal-Funds, and the remainder be charged to Imperial Funds.

10. Should this arrangement, as I trust, be considered equitable, I have

the honor to request that the sum of Rs. 1000 may be transferred with all practicable despatch by the Municipality to this Department, as the roads which have hitherto been kept in excellent condition already show marks of neglect, and if left untouched, they will rapidly deteriorate during the North East Monsoon now on us. —

11. Unfortunately, owing to the tightness of the Imperial money market, and the pining and scraping that have, in consequence, been resorted to in conjunction with the careful gleaning of every waif and stray, there is no money whatever available, during the current year, in this District to meet the Rs. 500 that should be contributed by Government for the 5 miles of road in question. —

12. In the Imperial Budget, however, of 1891-92 the maintenance of these 5 miles of Road has been taken up by me, in accordance with the G.O. quoted. —

I have the honor to be

Sir
Your most obedient servant

Wm. J. Roberts Captain R.E.
Asst. Superintending Engineer

26th Aug. 1891. No. 2606.

No 203
C.S. at 10 P.M. 22

377/1879. Sept
 The Supy. Engr.
 5th Division
 In the Secty. to Govt.
 1st Dept.

Dated 24th Sept. 1879.
 Recd 29th
 No 126

Requesting the
 instructions of Govt.
 on the subject of the
 maintenance of certain
 2 Imperial Roads
 passing through
 the Municipal limits
 of Salem.

No 2403. 11th Aug 79

No 2403. ^{and} P. Dr. &
 Proceedings of the Madras Government.
 Read the following

From.

The Supy Engineer
 5th Div.

(H. E. & Co 126924 Sept 79)

The Government
 are of opinion that
 the five miles of road
 referred to in this letter,
 lying within the
 Municipal limits of
 Salem, should, as in
 other Municipalities, be
 kept in repair by the
 Commissioners, and
 seeing that they have
 been

~~I think this road
 is not within
 the limits of the
 Municipal limits of
 Salem, and should
 be kept in repair
 by the Government.~~

A. N.

been empowered to
levy tolls on those
roads. His Excellency
in Council considers
that a contribution of
Rs. 100 per mile as
a maintenance allow-
ance from Imperial
Funds will be sufficiently
liberal. The charge of
the five miles of road
in question will accord-
ingly be handed over
to the Municipality
from the 1st of next
April, and the Rs. 500

annually provided
for their maintenance
will be paid over to
the Commissioners
by the Superintending
Engineer.

W.B.

35
4

To

6 The S. Engr. 5th Div ✓

5 Conts Secy of PW
Accts ✓

11 Public & P.W. ✓

Desp 12/11/20.

C/No 3857
Govt. of {1870} Madras.

PUBLIC WORKS.

To The Ag. Superintending Engr
S. L. Chinnai

Dated

Recd.

Recd.

G. O. 11th June 1870 No 2703

Nos. 203 & 204

Roads. Papering orders on the letter
from the Superintending Engr
requesting instructions as to
the maintenance of certain
roads passing through the
Municipal limits of Salem.