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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W.D. DEPARTMENT

G.O. No.	1111 W	Press.
B.P. No.	A	Mis.
Dated	3. 5. 1884.	197.

Not to be folded or roughly handled

14

3RD MAY 1884, No. $\frac{1111 \text{ W.}}{A}$ PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—again the following papers :—

G.O., dated 6th June 1882, No. 1416 W., paragraph 6.
" " 31st July " " 1928 W.

ORDER—dated 3rd May 1884, No. $\frac{1111 \text{ W.}}{A}$ Public Works.

In paragraph 6 of the Proceedings first read above, the Government directed that the main line of communication from Mettupálaiyam to Gúdalúr should be replaced under the Public Works Department. The orders were, however, held in abeyance by G.O., No. 1928 W., dated 31st July 1882, with the remark that, should it appear desirable to Government that the work on this line might with advantage be transferred to the Public Works Department in the next official year (1883-84), timely notice would be conveyed to the Local Fund Board.

2. No action was taken for the resumption of the road during the year 1883-84; but His Excellency the Governor in Council is of opinion that the time has now arrived when the provisions of G.O., No. 1416 W., dated 6th June 1882, should be carried into effect.

3. Notice will therefore be given, in the Financial Department, to the Local Fund Boards concerned that the charge of the road in question will, from the 1st April 1885, devolve on the Public Works Department.

4. The road will also be excluded, by notification in the Financial Department, from the operation of Act IV of 1871, as provided for in section 8 of that Act.

5. To admit of the collection of tolls which will be no longer leviable under sections 62 to 68 of the Local Funds Act IV of 1871, the provisions of Government of India Act VIII of 1851, as amended by Act XV of 1864, will, in due course, be declared to be in force as regards the line of road in question.

6. The Nilgiri Local Fund Board being relieved of their liability in regard to this road, the Financial Department will consider what portion of the Provincial grant heretofore made to the circle should be withdrawn.

(True Extract.)

To the Superintending Engineer, IV Circle.
" Examiner, Public Works Accounts,
" Financial Department.

Exd. A. Aubert.
Spare Copies

Major, R.E.,
Under Secy. to Govt., P.W.D.

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of 1884 Madras.

PUBLIC WORKS.

Dated May, 3rd.

Recd.

Encl.

G.O., 3rd May 1884, No. 1111 W.
A.

MAY.

Mettupalaiyam-Gudalur Main
Road

Ordering, with remarks, that the Local
Fund Boards concerned be informed in the
Financial Department that the charge of the
— will, from 1st April 1885, be resumed by
the Public Works Department.

P.W. Department

For orders

1111
A2

Mr. Barrows has

recently applied to Govern-

ment in the Financial

Department for grants from

Provincial funds for the

improvements and annual

maintenance of those por-

tions of the Mettupalaiyam-

Gudalur Road which pass

through the Coonoor and

Ootacamund Municipalities.

I am decidedly in
favor of this through
line of communication
being dealt with by
one agency and if
the P.W.D. is now strong
enough to undertake
the work effect ^{might} ~~should~~
begin on 1-4-0. 6th June 1882.

As provided in para 3
G.O. 31st July '82 holding the
previous order in abeyance
which should be put into
L.F. Boards of the intention of
Govt by a resolution
under Sec 8. Act 18 of 1871 -
But before action is

The total length of these

isolated portions is $5\frac{3}{8}$ miles, taken the question of how
the change will affect this
and it is proposed to spend ~~portion of the Nilgiri d. f.~~

Rs 49,500 on their improvement. Board should be con-
sidered - They have now

and an annual sum of Rs 2950 on their future main-
tenance. Should the Govern-
ment accede to these pro-
posals, it is intended that
the grants shall be handed
over to the Local Fund
Board, who, at present, have
the charge of the through
communication, excepting
only those portions traversing
municipal limits.

4/
6th June 1882, the Government
decided to relieve the Local
Fund Board of the charge
of this main trunk road,
and to complete and main-
tain it from Provincial
funds; such action being in
accordance with the obliga-
tion laid on the Provincial
Government when they ac-
cepted the Provincialisa-
tion of Imperial grants
in 1870. The Government of
India then stipulated that
this Government should
maintain in "efficient
repair existing lines of

through communication,
such as the trunk roads,
unless authorised by the
Supreme Government to
abandon them"; and so

late as July/83, the Govern-

ment of India called at-
tention to inadequate

grants made from Provin-

-cial funds for Roads and

Miscellaneous Public Im-

-provements; the sum pro-

-vincialised under this

head having been Rs 12,38,800.

The Government of India

also pointed out that there

seemed no necessity for

placing

* Letter No 983.4 of 16
recorded with G.O. 3
dated 30 November

placing so large a portion
of the road work in the
Madras Presidency under
the agency of Local Fund
Boards; whereby the percent-
age charges of the Provin-
-cial Establishment had
been unduly enhanced; the
rate having been increased
from 23 to 28.1 per cent
between the years 1872-73
and 1883-84.

3. Seeing that the case
of these through lines of
communication, passing in
instances some ~~cases~~ through separate
local jurisdictions, is thus

Y.
a matter of Provincial
rather than Local im-
-portance, and that an
obligation rests on the
Provincial authorities to
keep them in efficient
repair from grants made
from Provincial sources, it
seems desirable that the
~~Local~~ Government should
accept the position, and
when their Public Works
Establishments are suffi-
-ciently strong, as in the
Nilgiri Division, to super-
-vise the roads, that
the Local Fund Boards

8/
and Municipalities con-
-cerned should be relieved
of a charge which they are
only too much inclined to
neglect. ~~as to enter upon~~
~~vicariously~~
4. The roads in the
Wynaad are already en-
-gaging the attention of the
P. W. Department, and pre-
-liminary operations are
on foot, which, if adequately
supported by Provincial
grants, will materially
develop through communica-
-tion in that portion of
the country.

5. The Buckingham⁹ canal is another instance of the development of through communication by means of Provincial funds, aided in this instance by Imperial contributions.

6. The sudden reduction of Public Works establishments in 1879-1880, and the total withdrawal of those establishments from some portions of the Presidency, left no alternative but to make over to local agency not only purely

purely local roads, but also, as in the case of the Metta-pollicum-gudalur road, a through communication of Provincial importance.

7. The Public Works Establishments of the Districts traversed are now on a more efficient footing, and there seems no necessity for allowing the orders of the 6th June 1882 No. 1416 W to remain any beyond the end of the official year 1884-5. ~~longer~~ in abeyance. Large Provincial grants are being made for this road, and it is still under the inspection of officers of the

P. W. Department - Vide G. O. 19284

of 31st July /12. The arrange-
-ment involves the employ-
-ment of several distinct
agencies for the maintenance
of one line of road, and
results in expense for which
there seems no real neces-
-sity.

8. Should the Local
Land Board and Munici-
-palities concerned be re-
-lieved of the charges con-
-nected with this road,
they will have all the
more money to spend on
local objects, the continued

✓
neglect of which is ex-
-plained to Government,
to be due to want of means.

~~1111~~

7

3.4.84.

Manu Kunt
Col. R. C.

Secretary to Govt. M. D.

L.S.

The Hon H.E. Sullivan

North C. No. 2880

(15)

11/10



13

11/10

P.W. Department

Note

In his note of the 4th

It appears that the Hilgiri
L.F. Board, taking the
Budget figures of 1883-84
get a grant from Provincial
funds of Rs. 64000
and realize by tolls Rs. 42000
Total Rs. 106000

April, on a proposal to give
effect to G.O. 1416 W of 6th

and that their expenditure June/82, under which the
on the 5 1/4 miles which represent the length of road between Malakpottliem & Gudalur - polliem to Gudalur was
exclusive of 5 3/8 miles in the municipalities of Gudalur to be replaced under the
Rs. 16300 or a little more than one charge of the P.W. Depart-
third of the income they ment, the Honble member
derive from tolls, the bulk raises the question as
portion is undoubtedly to the financial effect
collected on the road in question - This represents
an expenditure of only Rs. 300 per mile on the maintenance of the arrangement as
of a grant road exposed to the deteriorating influences
of heavy monsoon rains & carrying an exceptionally heavy traffic - The
Engineering Establishment.

Ans: 3/4/84
1057/4/84

It is observed from
the latest published Bud-
get of the Circle (1883-84)
that the following are
the charges incurred by
the Board under

1. New works - Roads	Rs 1,500
2. Repairs - do	5,150
3. Engineering Establishment	16,360
Total	Rs 69,010

of which the following
sums are spent on the
maintenance of the Metta-
polliem-Gudalur Road.

Coonoor ghāt, 16 miles, @ Rs 600 per mile,	Rs 9,600
Coonoor to Ottacamund, 8 miles, @ Rs 275 - "	2,200
Ottacamund to Raduvattur & Gudalur, 30 miles, @ Rs 150 per mile	4,500
Total	Rs 16,300

During the year under
notice, the Board took
credit on account of roads
for a grant-in-aid from

inferior condition of the
important line is thus and expected to realise
fully accounted for -
by Tolls - 42,000
Total - 1,09,000
Mr. Burrows now proposes
to transfer the maintenance
of the 5 ³/₈ miles within
the municipalities to the
L.F. Boards and asks
for ^{an additional} Provincial grants
of Rs 49,500 to put them in
order and Rs 29,500 per
annum as a maintenance
grant.
In his note of the 3rd inst
the Secretary to Govt in the
P.W.D. draws attention to
the fact that the Govt of India
have more than once
insisted on the obligation
which rests on Provincial
Government to maintain
efficiently through lines
of communication from
Provincial resources and
have deprecated the expense
of being entrusted to
Local Agency as tending
to enhance the percentage
charges of the P.W.D. - a matter
which has formed the subject
of a good deal of hostile
criticism on the part
of the Govt of India & the Secretary
of State in connection with
the administrative matters of the
Dept: in Madras. It is
pointed out that the
large

Provincial Funds of Rs 67,000
It would thus appear
that the effect of the ar-
rangement would be that
the Board would be at
once relieved of an an-
nual maintenance charge
of Rs 16,300 on account of
the Mettapolliem-Gudalur
Road, - and would per-
haps surrender a Pro-
vincial grant-in-aid
which may be estimated
at about Rs 50,000 per an-
num.
It is not proposed
that the Board's receipts
from Tolls should be
touched. They would thus

still derive an annual
income from this source
of about Rs 42,000. This
amount, supplemented,
if necessary, by grants
- in-aid from the Finan-
- cial Department, would
be available for expendi-
- ture on subsidiary lines
of communication.

The sum of Rs 16,300
spent by the Local Fund
Board on the 54 miles of
road from Mettupallem
to Gudalur represents
nothing like the amount
required to keep this
important line in a
safe and efficient state.

The parapets on the
Coonoor ghats require to
be extended to places
needing

large reduction of the 211
establishments ~~was~~ 1877-80
left no alternative but
to transfer & local agency
work which otherwise
would have been carried
out by the Dept. - It is only
recently that it was
found possible to have
an Executive Engineer
stationed in the Nilgiri
range -

Now however that the
establishment ~~is to be~~ on
a more efficient footing
it becomes necessary
to abrogate arrangements
which are forced on us
by dire necessity, the con-
tinuance of which was
never contemplated -

The time has clearly
arrived when effect should
be given to para 3 of 1877-
of June 1882 No 1416. With
in regard to the Mettupallem
- Gudalur road - It is
presently in the h.f.
Board Nilgiri circle but
as it serves the public in-
terest from the East to the
west coast of the Presidency
it must be regarded as
a Provincial & not a local
road - (In making this
statement I have in mind
the connections with the

Pyramid-Calcicut road ¹⁷ ^{11/12/10}
the improvement needing protection, - and
grants is now being ^{the} timber bridges will
investigated by the P.W.D. I am therefore of opinion sooner or later have to
that it should be excluded he renewed or replaced
from the operation of Act
18 of 1871 from the 1st April 1888 by notification as
provided in Sec 8 - This will have to be done in
the Public Dept. - If the proposal is given
effect to it follows that tolls for the purposes of
Act 18 of 1871 can no longer
be levied under Sec 62 of
that Act on the line
of road and it will have
then to be for consideration
what portion of the Provincial
grant heretofore made to
the Nilgiri L.F. Board
should be withdrawn in
consequence of their being
relieved of the liability to
maintain it.

Various other improve-
ments along the whole
line, which the means
at the disposal of the
Local Fund Board do
not admit of their ef-
fecting, will have to be
carried out.

Should the Public
Works Department take over
the main line, it should
also have charge of the
portions which pass
through the Coonoor and
Ootacamund Municipalities.
The length of these two

It being is of course
right that the Traffic
Board should
continue to contribute
to the cost of its maintenance
but I do not think fresh
legislation will be required.
Govt of India Act VIII of 1857
is still on the Statute book

portions is $5\frac{3}{8}$ miles -
and a sum of Rs 49,500
is stated to be imme-
diately required for
their improvement.

III
10-4-82

In the event of its being
decided to give effect to G.O.
dated 6-6-82, No. 1416 W,
and to remove from the
operation of the local Funds
Act the main line of road
between Mettupalaiam &
Sudalur, it is probable
that under the law as it
stands there will be difficulty
in continuing to levy tolls
as at present; — and
as it would be far from
desirable to sacrifice the
proceeds of those tolls, it
is suggested for consideration
that a brief Act should be

RA
10-4-82

and it will only be
necessary for the Govt
to declare that enactments
as amended by Act XV of
1884 to be in force as re-
gards this line of road.

The notification under
Sec. 8 Act XV of 1871 should
issue at once or at any
rate the intention of
Govt should be intimated
at an early date to the
President of the L. F. Board
so that the Board may
have plenty of time to
revise their arrange-
ments. HRS

19/4

passed, empowering the
Govt to levy tolls upon each
main line of through
communication as, for
special reasons, it may be
considered by them to be
desirable to maintain at
the cost of Provincial funds,
by the agency of the Provincial
P. W. Department.

III
10-4-82
III

20
P.C. is returned, file not being
in his case.

5/5

93 w 12. 1. 87

3422 w 30. 11. 83

1991 w 18. 7. 83

102 2 16. 5. 83

1928 w 31. 7. 82

1416 w 6. 6. 82



PLS 5/4 Recd: 23/4.
Cir 17/4 Retd: 22/4

1318
el notes
No 411
A
PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 3rd May 1884
again
READ the following

GO. No. 1416 Wd of 6th June 1882 - para: 6
" " 1928 Wd of 31st July 1882.

In paragraph 6 of
the Proceedings first read
above, the Government
directed that the main line
of communication from
Mettupalairam to Gudalur
should be ~~excluded from~~
~~the charge of the Nilgiri~~
~~Local Fund Circle~~ and
replaced under the P.W.
Dept. The orders were
however held in abeyance

by G.O. No. 1928 Waf 31st July
1882, with the remark that,
should it appear desirable
to Government that the
work on this line ^{might} ~~may~~
with advantage be
transferred to the P.W.
Dept in the next official
year, (1883/84), timely notice
^{would} will be conveyed to the
Local Fund Board.

No action was taken
for the resumption of the
road during the year 1883/84,
but His Excellency the
Governor in Council is of
opinion that the time has
now arrived when the
provisions of G.O. No. 1416 W
d/6th June 1882 should be
carried into effect.

1111
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given, in the Financial
Department, to the ~~Milgivi~~
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provisions of Government of

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 as amended by Act XV of 1864,
 will in due course be
 declared to be in force
 as regards the line of
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The Nilgiri Local
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 of their liability ^{in regard to} ~~to maintain~~
 this road, the Financial
 Dept. will consider what
 portion of the Provincial
 grant heretofore made to
 the Circle should be
 withdrawn.

W
 21-4-84

W 22/4

RS
 E. E. S. Cir 23/4.

To,
 The S.E. IV Circle

" E. P. W. A. C. S.

" Financial Dept. S. Dept. in N. P.
 with a D/O from 22/5/84

To,
 The Chief Secretary
 for counterinitials

*Copy in file to S. P. W. A. C. S.
 at present - [unclear]
 [unclear] [unclear] [unclear]
 [unclear] [unclear] [unclear]*

1111
 14

16.3.27 III
18.6.37 III

Gobt. of (1884) Madras.

PUBLIC WORKS.

(124)

Dated

Recd.

Eng.

G.O. 3 Dec 1884, No. 1111
A

Mettupalaiyam —
Gudalur main road

Ordering, with request
that the Local Fund
Borads Concerned be
informed in the
Financial Dept that
the charge of the
work from 1 April 85
be resumed by the
Govt. D.

60
4