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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W. DEPARTMENT

G.O. No. ~~B.P. No.~~	3022(W)	Press. ~~Mis.~~
Dated	9-12-1884	~~198~~ .

15

Not to be folded or roughly handled

Archives I--10,006 I -80.

3022

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following Proceedings of the Board of Revenue, dated 5th November 1884, Mis. No. 10356 :—

Read—the following letter from L. R. BURROWS, Esq., Acting Collector of Nílgiris, to the Secretary to the Board of Revenue, dated Ootacamund, 21st October 1884, No. 344 :—

With reference to Board's Proceedings, dated 23rd September 1884, No. 3323, communicating G.O., Revenue Department, dated 17th September 1884, Mis. No. 4102, communicating an order in the Public Works Department, dated 1st September 1884, No. 2150 W., communicating a letter from R. B. Buckley, Esq., Officiating Under Secretary to the Government of India, Public Works Department, dated 7th August 1884, Circular No. VIII P.W., requesting that all proposals for the removal of bridges or ferries may, in future, be submitted for the orders of the Government of India, and it having been intimated that the order may be held to apply to ferries on lines of communication classed as trunk roads, I have the honor to inquire where I am to find a definition or list of trunk roads. I believe the term applies to all main lines of communication, and that in this district the road from Ootacamund to Mysore *viâ* the Sígúr Ghât as well as the through road from Mettupálaiyam to Gúdalúr and Calicut would be affected by the order.

Resolution—dated 5th November 1884, Mis. No. 10,356.

Submitted for the orders of Government.

2. The order referred to is apparently intended to apply only to those roads classed by the Public Works Department as "Trunk Roads" prior to the passing of the Local Funds Act. There should be no difficulty in ascertaining what these roads are.

(True Extract.)

(Signed) G. MACKENZIE,
Acting Sub-Secretary

Mis. No. 504, Revenue.

Transferred to the Public Works Department with copy of G.O., 17th September 1884, Mis. No. 4102.

FORT ST. GEORGE,
13th November 1884.

(Signed) H. E. STOKES,
Secretary to Government.

ORDER—dated 9th December 1884, No. 3022 W., Public Works.

The orders communicated with G.O., No. 2150 W., dated 1st September 1884, will be held to apply to—

(1) All main lines of communication.
(2) Ghâts and exceptionally situated roads.

2. Should any doubt arise in respect to a particular road the matter can be specially submitted for orders.

(True Extract.)

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

To Superintending Engineers.
To the Chief Engineer for Irrigation.
" Consulting Engineer for Railways.
" Financial Department.
" Revenue "
" Military "

Exd. C. Howarth.
Spare Copies.

3922

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BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1884} Madras

PUBLIC WORKS.

Dated December, 9th.

Recd. *Enc*

G.O., 9th Dec. 1884, No. 3022 W.

DECEMBER.

Bridges

G.O., No. 2150 W., of 1st September 1884, regarding removal of — or ferries held to apply to all lines of communication and ghâts and exceptionally situated roads.

Revenue Dept.
Proceedings of the Madras Govt.
Read the following:-

1st September 1884, No. 2150 W., Public Works.

3022

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following letter from R. B. BUCKLEY, Esq., Officiating Under Secretary to the Government of India, Public Works Department (Civil Works—Communications), to the Secretary to the Government of Madras, Public Works Department, dated Simla, 7th August 1884, Circular No. VIII, P.W. :—

As military considerations of the highest importance are involved by any change in through lines of communication, I am directed to request that all proposals for the removal of bridges or ferries, Imperial or Provincial, may in future be submitted for the consideration and orders of the Government of India.

ORDER—dated 1st September 1884, No. 2150 W., Public Works.

Communicated to Superintending Engineers for information and guidance, and to the Financial and Revenue departments for the necessary action.

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Financial Department.
" Revenue do.
" Military do.
" To Superintending Engineers.
To the Chief Engineer for Irrigation.
" Consulting Engineer for Railways.

Exd. E. Fernandez.
Spare Copies

Order thereon, 17th Sept: 1884, No: 4102.
Communicated to the Board of Revenue for information and guidance. The order may be held to apply to ferries on lines of communication classed as trunk roads.
(True Extract.)
Sd: W. R. Stokes.
Secy: to Govt:

(True Copy.)
To the Board of Revenue.
W. Stokes
Secy: to Govt:

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1884} Madras.

PUBLIC WORKS.

Dated September, 1st.

Read.

Encl.

G.O., 1st Sept. 1884, No. 2150 W.

SEPTEMBER.

3022

Bridges

Circular from the Government of India requesting that proposals for removal of — or ferries be submitted to that Government for orders.

Proceedings of the Madras Government, Revenue Department, 11*th November* 1868.

3022

Read the following :—

No. 175. Proceedings of the Board of Revenue :—

Forwarding lists of roads in several Districts proposed to be treated as Imperial Roads.			(Here enter	13th	Oct.	1868, No. 7,324.)
No. 176.	Do.	do.	(,,	8th	Sept.	,, 6,372.)
No. 177.	Do.	do.	(,,	5th	,,	,, 6,307.)
No. 178.	Do.	do.	(,,	7th	Aug.	,, 5,722.)
No. 179.	Do.	do.	(,,	3rd	Oct.	,, 6,990.)
No. 180.	Do.	do.	(,,	3rd	July	,, 4,888.)
No. 181.	Do.	do.	(,,	27th	,,	,, 5,444.)
No. 182.	Do.	do.	(,,	10th	Oct.	,, 7,260.)
No. 183.	Do.	do.	(,,	31st	July	,, 5,547.)
No. 184.	Do.	do.	(,,	9th	Oct.	,, 7,222.)
No. 185.	Do.	do.	(,,	15th	Sept.	,, 6,575.)
No. 186.	Do.	do.	(,,	1st	Aug.	,, 5,596.)
No. 187.	Do.	do.	(,,	8th	Oct.	,, 7,178.)
No. 188.	Do.	do.	(,,	6th	Oct.	,, 7,075.)
No. 189.	Do.	do.	(,,	27th	Aug.	,, 6,152.)
No. 190.	Do.	do.	(,,	10th	Oct.	,, 7,259.)
No. 191.	Do.	do.	(,,	12th	,,	,, 7,301.)
No. 192.	Do.	do.	(,,	12th	,,	,, 7,300.)
No. 193.	Do.	do.	(,,	28th	Aug.	,, 6,176.)
No. 194.	Do.	do.	(,,	3rd	Oct.	,, 6,991.)
No. 195.	Do.	do.	(,,	28th	Sept.	,, 6,878.)

No. 196. ORDER THEREON, 11th November 1868, No. 2,831.

Miscellaneous.

1. The foregoing papers contain the Board's proposals for the future classification of the roads of this Presidency as Imperial and Local.

2. As far back as 1862, it was estimated that there were only 6,360 miles of road which could be properly maintained from Imperial Funds, viz., 2,610 miles of Trunk Roads and 3,750 miles of first class District Roads. In addition to these roads there were upwards of 10,000 miles of District lines, the completion and maintenance of which it was considered devolved properly upon the local resources of each District. As the Local Funds of the Presidency at this time possessed an income of but little over ten lacs of Rupees, the Board of Revenue were directed in the G. O., under date 4th April 1862, No. 679, Public Works Department, to report their opinion as to the best means of augmenting them, and thus providing for the construction and maintenance of the local communications ; the Government at the same time expressing themselves as adverse to a system of tolls, and in favor of the creation of a Local Fund by a deduction of two per cent. from the revenue of each District.

3. In reply, the Board reported that a deduction of this amount from the land revenue would increase the Local Funds by nearly seven lacs of Rupees, but having in

A

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agt Collector.

view the large expenditure needed for the District Roads, (then estimated at upwards of 111 lacs for construction, and upwards of nine lacs annually for maintenance,) they recommended that grants from Imperial Funds should be made for construction, and that a small annual tax should be imposed on all carts. The Government, however, when disposing of the Board's letter in their Order under date 3rd February 1863, No. 286, Public Works Department, observed that the Government of India would not be likely to sanction the proposed deduction from the revenue, but requested the Board to ascertain what would be the probable return of a wheel tax or license fee of Rupees 2 per annum on carts and carriages.

4. The Board reported that the collections from such a tax would not be likely to reach five lacs of Rupees, and the proposal was abandoned in the Order of Government under date 22nd June 1864. Other schemes for augmenting the local resources were from time to time proposed, but no definite scheme was adopted.

5. In the meantime, the classification of the roads as Local or Imperial had been receiving attention. The Board of Revenue had submitted lists of Imperial roads, upon which, in their opinion, Local Funds should not be expended, and the list of Imperial lines, revised by Government, and including about 7,000 miles of road, was printed with the Government Order in the Revenue Department, under date 5th January 1865, No. 13.

6. The wants of the Districts in the way of local communications were every day becoming more urgent. The Government of India had already reduced the Public Works grant to this Presidency, and further reduction was anticipated. The Government accordingly, in April of the same year, called upon the Board of Revenue (Government Proceedings, 8th April 1865, No. 741,) to prepare and submit a draft Act for the levy of a District Road Cess on all landholders for the construction and maintenance of district roads, "as it was clear that the increasing demands "on the general revenues rendered it hopeless to expect that the Government would "ever be in a position to do more than complete and maintain *the chief lines of* "*communication.*" In September, the Board submitted a draft of the required Act, but expressed their objections to the measure, on the ground that it placed the whole burden of taxation for the maintenance of the district roads on the agricultural class, whereas other classes of the population would gain largely by improved communications, and they proposed in lieu of it that the District Local Funds should be supplemented by a license tax or income tax, a measure which they considered likely to equalize the general burden of taxation in this Presidency. The Government, however, adopted the draft Act for the imposition of a District Road Cess, and transferred it to the Legislative Department with their Order, 8th September 1865, and the bill was eventually passed into law in April 1866.

7. Since the passing of this enactment, the Supreme Government have pressed for some relief from the maintenance allowances of such roads as appeared to be rather of Local than Imperial importance, and there has been a constantly recurring discussion between the Revenue and Public Works Departments as to the liability of particular roads to be maintained by Imperial or by Local Funds. The Government accordingly in their Order under date 18th April 1868, No. 1,031, Revenue Department, directed the Superintending Engineers of Divisions and the Collectors of Districts to prepare, in communication with each other, a list for each District of all roads the formation, repair, or maintenance of which should hereafter be charged to Imperial Funds, with the understanding that all other road work must be provided for from Local Funds.

G. O.	21st May	1867,	P. W. D.,	No. 1,523.
,,	28th ,,	,,	R. D.,	,, 1,207.
,,	5th Oct.	,,	R. D.,	,, 2,345.
,,	2nd Nov.	,,	P. W. D.,	,, 3,405.
,,	7th ,,	,,	R. D.,	,, 2,643.

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8. The Government have given the lists submitted, as well as the Board's observations in regard to them, their best attention, and they have held two conferences with the Board on the subject, and have discussed with them the proposed classification, district by district. They are of opinion that expenditure from Imperial Funds should be restricted to roads which fall into one of the three following categories, viz., 1, Main lines of communication; 2, Ghaut and exceptionally situated roads; and, 3, Salt roads.

9. The only lines which can properly be so classed are entered below, and the Government accordingly resolve to declare them to be Imperial roads for the future; but it will be open to the Superintending Engineers or Collectors of Districts to propose that any of the lines included in class 2 shall be transferred to the local list, on completion, if the exceptional circumstances which have induced their present classification as Imperial roads have passed away, and if the Local Fund of the district in which they are situated is in a position to provide for their proper maintenance:—

Main lines of communication.

I. Great Northern Road from Madras to the Bengal frontier, with a branch at Ankapully to Vizagapatam, and another at Jaggampett to Cocanada (viâ Samulcottah).

II. Great Southern Road from Madras to Travancore frontier near Cape Comorin, with a branch at Tindivanam to Negapatam (viâ Pondicherry, Cuddalore, Sheally, and Tranquebar), and another at Vickravandi to Combaconum, viâ the Vellaur Anicut.

III. The Great Western road from Madras to Calicut, with a branch at Arcot to Chittoor, and another at Vaniembady to Oossoor and the Mysore frontier.

IV. Gopaulpore to the north-western frontier, viâ Berhampore, Aska, and Russulcondah.

V. Vizagapatam to the Jeypore country, viâ Bimlipatam, Vizianagram, and Kasipoor.

VI. Masulipatam to the Hyderabad frontier, viâ Bezwada.

VII. Cottapatam, on the Nellore coast, to Nundial in Kurnool, viâ Ongole, Cumbum, and the Nundikanama Pass.

VIII. Kistnapatam, on the Nellore coast, to Cazeepet on the road from Kurnool to Cuddapah, viâ Nellore and the Dorenal Pass.

IX. Mercanum to Samulputty, on the line of Railway, viâ Tindivanum, Gingee, Trinomaly, and the Chengamah Pass.

X. Cuddalore to Salem, viâ Punrooty, Ooloondoorpet, Kallacoorchy, Chinna Salem, and the Ahtoor.

XI. Sheally, in the Tanjore District, to Salem, viâ the Grand Anicut, Trichinopoly, Museri, and Namcul.

XII. Vettanum, on the Madura coast, to Palkanooth, viâ Devicottah, Tripatoor, Nattam, and Dindigul.

XIII. Paumbem, on the Madura coast, to Paulghat, viâ Ramnad, Madura, Palni, and Poolachy, with a branch at Poolachy to Coimbatore.

XIV. The Cotton road from Madura to Tuticorin, viâ Ettiapooram.

XV. From Vypaur, on the Tinnevelly coast, to Strivelliputur.

XVI Tuticorin to Tenkasi and Travancore frontier, viâ Palamcottah.

XVII. Chittoor to Kurnool, viâ Cuddapah and Nundial.

XVIII. Chittoor to the Bombay frontier at Hulal, in the Bellary District, viâ Palmanair, Muttanpillay, Anantapore, Bellary, Hospet, and Huvinhudgally.

XIX. Bellary to Kurnool.

XX. Calicut to Mangalore.

XXI. Calicut to the Mysore frontier, viâ the Tambracherry Ghaut and Sultan's Battery.

XXII. Cannanore to the Mysore frontier, viâ the Periah Pass and Manantoddy.

XXIII. Cannanore to the Mysore frontier, viâ Muttanoor.

XXIV. Mangalore to the Mysore frontier, by the Sampaji Ghaut.

XXV. Mangalore to the Mysore frontier, by the Agumbi Ghaut.

Ghaut and exceptional roads.

1. Roads in the Khond Maliahs in Ganjam, and thence to Sorada in the low country.
2. Pettah Ghaut and other roads in the Jeypore Zemindary in Vizagapatam.
3. Roads in the Rumpah Zemindary in Godavery.
4. Certain Ghauts and roads on the Sherveroy Hills (13 miles).
5. Kurnool frontier of Bellary District, viâ Gooty and Anantapore to Mysore frontier (80 miles).
6. Ramandroog to the foot of the Nagalore Ghaut in Bellary (6 miles).
7. Ramandroog to Toornagul in Bellary (40 miles).
8. Hassanoor Ghaut road, from Errode to Mysore frontier (40 miles).
9. Burghur Ghaut road, from Erode to Mysore, viâ Collegal (90 miles).
10. Roads and Ghauts on the Neilgherry Hills.
11. Certain roads and Ghauts in South Canara, viz. :—
    Collur Ghaut road, from Wandse to Mysore frontier (30 miles).
    Branch from Halkull, on this road, to Bydoor (14 miles).
    Road from Someshwaram at foot of Agumbi Ghaut to Haladee (18 miles).
    Road from Hospett, near Someshwar, to Udipi with branch to Baji (28 miles).
    Kodekal Ghaut road, viâ Charmadi to Buntwal (42 miles).
    Munjirabad Ghaut to Mani, viâ Uppinangadi (40 miles).
12. Certain Roads and Ghauts in Malabar, viz., Kotiadi Ghaut road (27 miles).
    Lakadi to Manantoddy, viâ Teriot (28 miles).
    Coorg frontier to Peria Ghaut Road (12 miles).
    Manantoddy, viâ Sultan's Battary to Goodalore (55 miles).
    Panawarom to Kulpetta (10 miles).
    Condoti to Tippicadoo, viâ the Carkur Ghaut (68 miles).
    Ediwana to Tirur station, viâ Mallapooram (32 miles).

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Proceedings of the Madras Government, Revenue Department,
11*th November* 1868.

Salt Roads.

1. Sorada Pans near Itchapore, to Trunk Road, in Ganjam (4 miles).
2. Nowpada to Vizagapatam frontier, viâ Jagannadapore, in Ganjam (38 miles).
3. Nowpada to Teckali in Ganjam (6 miles).
4. Calingapatam to Chicacole in Ganjam (14 miles).
5. Chicacole to Palcondah and Parvatipur in Vizagapatam (50 miles).
6. Arigollu to Buntumilly in Kistna (20 miles).
7. Inkole to Chinna Ganjam in Kistna (10 miles).
8. Kistnapatam to Ram Doss Choultry in Nellore (14 miles).
9. Dugarazpatnam to Great Northern Road in Nellore (20 miles).
10. Chunambucolum to Trunk Road in Madras (4 miles).
11. Covelong to Vundalore in Madras (14 miles).
12. Cheyur to Chotpakum and Wandiwash in Madras (36 miles).
13. Mercanum to Pondicherry in South Arcot (19 miles).
14. Cundadi to Thembaukum in do. do. (5 miles).
15. Chunampett to Alattoor in do. do. (5 miles).
16. Teagavully and Goodalam in do. do. (5 miles).
17. Vedaraniem to Munnargoody in Tanjore (34 miles).
18. Adrampatam to Gundracottah in do. (32 miles).
19. Pattcotta to Tanjore in Tanjore (40 miles).
20. Kuttumvadi to Arandanghi in Tanjore (20 miles).
21. Soyelgudi to Thopur in Madura (46 miles).
22. Tellicherry to Cotaparamba in Malabar (12 miles).
23. Ponani to Pattambi in Malabar (18 miles).

10. It will be observed that the main lines of communication are twenty-five in number, and it is believed that their total length is about 4,000 miles. The second class (excluding the roads in the Khond Hills, the Jeypore and Rumpah Zemindaries, and the Neilgherry Hills, for the construction and maintenance of which an annual provision of at least one lac of Rupees will be required for some years to come,) extend to about 650 miles, and the Salt roads are nearly 500 miles in length. The main lines, when completed, will cost about eight lacs of Rupees annually to maintain, at Rupees 200 per mile, a very moderate allowance for a first class Imperial line. The annual up-keep of the 500 miles of Salt roads will not be less than Rupees 75,000, and probably about Rupees 3,25,000 will be required for the Ghaut and exceptional roads, so that at some future period the Imperial grant for communication may be reduced to twelve lacs, but it is unlikely that any smaller sum will ever suffice for the Imperial requirements of this Presidency in regard to roads, and as it is less than three per cent. on the land revenue it cannot be considered extravagant. As, however, a large number of the roads entered in the foregoing list are incomplete, and many of them have

Imperial grants for communication.

	New Works.	Repairs.	Total.
	Rs.	Rs.	Rs.
1866-67.	7,54,636	11,44,330	18,98,966
1867-68.	6,65,000	11,27,627	17,92,627
1868-69.	9,95,500	10,65,000	20,60,500
Average	8,05,045	11,12,319	19,17,364

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not even been commenced, it will be necessary, for some years to come, to make on their account a considerable annual expenditure from Imperial Funds upon construction. The amount must of course depend upon the annual grants, but the maintenance of existing roads must on no account be neglected in order to augment it, for no system is so extravagant and wasteful as to construct roads without providing them with a proper annual allowance for maintenance, involving, as it usually must, the entire reconstruction of the road in a few years at a heavy outlay, instead of a small annual expenditure for repairs. Such of the now determined Imperial lines as are already complete will accordingly be provided with a liberal maintenance allowance as far as possible in the outgoing Budget, and the balance of the grant, after making due allowance for the construction of roads in exceptional localities, and salt roads, will be devoted to completing such of the main lines entered in class I. as are now under construction. The future expenditure on new works will however be restricted, as far as possible, to a few particular lines, in order that a few roads connecting important points may be completed within a reasonable time, instead of an almost imperceptible advance being made each year in the construction of a large number of roads in different localities. When the Imperial roads now in course of construction are completed in the order of their importance, the lines hitherto untouched will be commenced upon in the same order.

11. As the vexed question of Imperial and Local roads has now been definitely settled, a skeleton map of the Presidency shewing the present decision of Government will be prepared. The main lines included in class I. will be shewn by a double line an eighth of an inch apart and the numbers of the several Imperial roads, as given in paragraph 9 above, will be marked in Roman figures upon each, in order that they may be readily recognised. The Ghaut and exceptional roads and the Salt roads will also be depicted by a double line, in the one case one-twenty-fourth of an inch apart, and in the other one-twelfth of an inch. An ample supply of spare copies of the map will be forwarded to the Superintending Engineers of Divisions and to the Collectors of Districts, and after the despatch of the outgoing Budget, the former Officers will be called upon to return to Government one copy of the map appropriately colored in order to shew the exact condition of each line of road in their respective Divisions, *i. e.*, whether completely constructed and bridged, constructed but not bridged, under construction or only projected. The map to be accompanied by a report giving full particulars on these points, as well as in regard to estimates and Budget provisions for maintenance or construction, &c. With these maps before them, the Government will be able to judge to what extent the wants of the country have already been met, and what progress is being annually made towards this desirable end. As this information is also of great importance in the preparation of the District Road Fund Budgets, the Collectors of Districts when submitting their annual reports on the progress of the Public Works of their Districts, will be required to state the number of miles of each class of Imperial road which have been maintained in good order in their respective Districts during the year, the number of miles of new road which have been completed during the same period, as well as the mileage still under construction, and not yet commenced upon. With advertence to the general administration of the District

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Road Funds, the special attention of the Board of Revenue will be invited to the remarks contained in this and the previous paragraph, as many of them are of equal application to Local and Imperial expenditure on roads.

12. In the recent conferences between the Government and the Board in regard to the classification of the roads, the Board in some cases acquiesced in the propriety of the classification of a road as Local instead of Imperial, but they recommended that it should he completed or put into thorough repair from Imperial Funds in the first instance. The Government were at first disposed to concede this, but bearing in mind the very limited amount of funds which are likely to be available for the construction and maintenance of the numerous roads now declared to be Imperial, and on a further careful consideration of the difficulties likely to arise from this mode of transfer, they resolve to direct that the expenditure from Imperial Funds upon any road not entered in the lists shall be limited to such provision as may be entered in the Budget of 1868-69, the road whether complete or otherwise being transferred to the Local Fund from the commencement of the coming official year. The Board's further proposal, however, that half the cost of bridges over irrigation channels on District Roads should be contributed from Imperial Funds, commends itself to Government, and in future the charge will accordingly be provided for in the Budgets for Irrigation Works.

13. In conclusion, the Government will now notice briefly those cases in which they have thought proper to differ from the recommendations of the Board of Revenue in regard to the classification of the roads as proposed in their Proceedings on each District, and will dispose of the several propositions in detail:—

GANJAM.—In this District the Government have retained in the Imperial list all the roads proposed by the Board, except that from Aska to Kurcholy, which is clearly a local line, as are also the lines referred to in paragraph 7 of their Proceedings; but in lieu of the proposed contribution to these latter roads from Imperial funds, the Government have entered in the Imperial list (class II.) the roads on the Khond Hills and thence to Sorada. The Great Northern Line will, for the present, be carried through Nowpada, but when the line from Bomali to Casiboga direct is completed, the road joining the latter place to Nowpada will become a local road.

VIZAGAPATAM.—Of the four roads considered by the Collector to be Imperial, Nos. 1 and 2 are included in the Great Northern Road, No. 3 will form Imperial Road No. IV., and No. 4 has been adopted as a Salt line. The roads in the Jeypore Zemindary have also been included in the Imperial list, but the Board's proposals that half the cost of making the line from Vizianagrum to Purvatipore should be defrayed from Imperial Funds is clearly inadmissible, as the latter place will be connected with the coast by the roads to Chicacole and Nowpada. Nor are there, as the Government now view the subject, any valid grounds for the proposal made at the first conference, that the local road to Nursapatam should be considered Imperial.

GODAVERY.—In addition to the Trunk Road which has been included in Imperial Road No. I., the Collector proposes to transfer from Local to Imperial the cross roads from Cocanada to Rajahmundry, and from Samulcottah to Annaveram, and the Board ad the road from Cocanada to Coringa. The Government cannot

admit the propriety of including any of these three roads in the Imperial list, but in lieu of them they have sanctioned a branch of Imperial Road No. I. at Juggumpett to Samulcottah and Cocanada. The roads in the Rumpah Zemindary have also been included in the new Imperial list.

KISTNA.—In this District all the roads recommended by the Board and Collector have been retained as Imperial, except a portion of old Trunk Road No. VII. The Board on a former occasion expressed their opinion that the road might be transferred to the District list, and as it is no longer of any use for Imperial purposes, it has been struck out of the Imperial list.

NELLORE.—With the exception of a portion of the old trunk road just referred to, all the roads recommended by the Board have been passed as Imperial. Their proposal that some of the short Salt lines should be maintained from the provision under petty construction and repair is however approved, and these lines do not, therefore, find a place in class III. above.

CUDDAPAH.—The roads proposed by the Board for this District in their Proceedings under date 3rd July 1868, No. 4,888, have been retained as Imperial. In the letter from the Collector, recorded in those Proceedings, it is proposed to retain old Trunk Road No. XIII., but the Board observe that as this line runs close to the Railway, it should be transferred to the District list. The Board modified this opinion at the first conference, and expressed their concurrence with the Collector's proposal, but the Government consider that, on the grounds set forth in the Board's Proceedings, the road can no longer be classed as Imperial.

BELLARY.—In this district the continuation of the road just referred to has been transferred to the Local list, and as none of the roads noted below can be considered to be main lines of communication or exceptional roads, they have also been excluded from the Imperial list:—

Hospett to Ramandroog.
Koodutinny to Kumply.
Gooty to Junnagherry.
Bellary to Hurrihall.

The road from the Kurnool frontier near Gooty, to the Mysore frontier near Pennacondah will however be retained in the Imperial list as an exceptional road. The District of Bellary is, from its geographical position, peculiarly liable to drought and improved means of communication are absolutely necessary, and the whole of the District Road Fund will be required for this purpose for some time to come.

KURNOOL.—The Government have adopted the Board's proposals for this District in regard to the classification of the roads, but they cannot sanction their proposal that half the expense of the formation and maintenance of the road from Kurnool to Gooty and Doorpad should fall upon Imperial Funds. Neither road has any just claim to be included in the Imperial List, and the Board are evidently incorrect in their supposition that it is necessary to keep up a road from Gooty to Kurnool for Military purposes, for any movement of troops from Bngalore to Kurnool would obviously be made by rail, and the troops might be marched from the point where the Railway cuts the road from Bellary to Kurnool, not necessarily from Gooty.

MADRAS.—The recommendations of the Board for this District have also been adopted, except in regard to old Trunk Road No. XIII. This road has been made local in the Cuddapah District. It has ceased to be a main line of communication, and can no longer be classed as Imperial.

NORTH ARCOT.—In this District too the Board's proposals have been acquiesced in by Government, except in regard to the continuation of old Trunk Road No. XIII. just referred to.

SOUTH ARCOT.—The Collector's and Board's proposals have been adopted in this District also, excepting as regards the Western Road from Cuddalore to Salem, viâ Punrooty, Ooloondoorpett, Kullacoorchy, which has been retained as Imperial instead of that viâ Virdachellam. It is obviously objectionable to retain both roads as Imperial.

TANJORE.—In this District, the Collector and Superintending Engineer recommend that only three roads shall be classed as Imperial, viz., that from the Grand Anicut to Anakaren Choultry beyond Sheally, the Trichinopoly road through Tanjore carried on to Negapatam, and the road from Combaconum to the Vellaur Anicut. The Board add to these four Salt roads the road from Tanjore to Combaconum, from Aduthoray, on the Combaconum and Sheally road, to Tranquebar, from Negapatam to Sheally, and from Mayaveram to Road No. 28. The Government have approved of the Board's proposals, except in regard to the Negapatam and Trichinopoly road, which runs parallel with the Railway, and the cross roads from Combaconum to Tanjore, from Mayaveram to Road No. 28, and from Aduthoray to Tranquebar.

TRICHINOPOLY.—The Government have been obliged to reject four roads proposed to be retained as Imperial in this district, viz., those from Trichinopoly to Dindigul, from Trichinopoly to Salem, viâ Torriore, and from Trichinopoly to Oodiarpollieın, none of which can fairly be called a main line of communication, and that from Trichinopoly to Tanjore frontier which runs parallel with the Railway.

MADURA.—The proposals of the Board and Collector have been adopted in this District, except in regard to the road to the Travancore frontier, which cannot be considered a main line.

TINNEVELLY.—In this District only four roads are proposed as Imperial, and these have all been retained in the list by Government.

COIMBATORE.—The four roads proposed by the Board in their Proceedings have been made Imperial, and a branch from Pollachy towards Colungode in Malabar has also been sanctioned.

SALEM.—In this District also the Board's proposals have been adopted, except in regard to the roads from Oossoor to Adamancottah, and from Salem to Trichinopoly, viâ Torriore, which have been made District lines. The transfer of the road from Oossoor to Mayloor Railway station to Local Funds has already been ordered.

SOUTH CANARA.—The recommendations of the Board have also been accepted for this District.

Proceedings of the Madras Government, Revenue Department,
11th November 1868.

MALABAR.—The Board's proposals, with one exception, have been adopted. The Great Western Road will run from Palghaut to Mulliapooram and Calicut, and the present line towards Ponani will become local, except that portion of it between Ponani and Puttambi, which will be retained in the Imperial List as a Salt road.

(True Extract.)

(Signed) R. A. DALYELL,
Acting Secretary to Government.

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

Exd. S. T. Augustin.

30/6/761
26/8/78
18/11/54

9367
1854

Govt. of Madras.

REVENUE.

To

THE BOARD OF REVENUE,

&c., &c., &c.

Dated November, 11th.

Read.

Ord.

G. O., 11th November 1868, No. 2,831.

NOVEMBER.
Nos. 175-196.

Roads of the Madras Presidency.—Board's proposals regarding their future classification as Imperial and Local, reviewed.

3022

Proceedings of the Madras Government, Public Works Department, 27th November 1868.

No. 581. Read the following Proceedings of the Madras Government in the Revenue Department :—

Roads of the Madras Presidency.—Board's proposals regarding their future classification as Imperial and Local, reviewed. } (Here enter 11th November 1868, No. 2,831.)

No. 582. ORDER THEREON, 27th November 1868, No. 3,711.

CIVIL WORKS, No. 90.

1. Communicated to the Superintending Engineers and to the Officer in charge of Public Works operations in the Wynaad, for information and guidance.

2. The Superintending Engineers will keep in view the instructions contained in paragraph 9, and they will submit, for the consideration of Government, estimates for the completion of such of the roads now declared to be Imperial as are under construction or have not yet been commenced. They will also furnish detailed estimates, in accordance with existing rules, for the maintenance of all those Imperial lines which are at present unprovided with annual repair allowances.

(True Extract.)

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

To the Superintending Engineers.
To Captain R. B. Kennedy.
To the Controller of Public Works Accounts.
" Revenue Department.

Fxd. S. T. Augustin.

10

Collector.

18/11/84.

Govt. of {1868} Madras.

PUBLIC WORKS.

To

THE SUPERINTENDING ENGINEERS.

&c., &c., &c.

Dated November, 27th.

Recd. *Encl.*

G. O., 27th November 1868, No. 3,711.

NOVEMBER.

Nos. 581-582

Roads of the Madras Presidency.—Proceedings Revenue Department passing orders on the Board's proposals for the future classification of the roads of the Madras Presidency as Imperial and Local, communicated to the Officers concerned with certain instructions.

BOARD'S GEN. REG. N° 7625 OF 1884

NILGIRI COLLECTOR'S OFFICE,

No. 344 Ootacamund, 21st October 1884.

FROM L. R. Burrows Esqre
ag COLLECTOR OF
NILGIRIS.

3222

To

THE SECRETARY TO THE
BOARD OF REVENUE,
MADRAS.

SIR,

With reference to Boards' Proceedings dated 23rd September 1884, No. 3323 communicating G. O. Revenue Department dated 17th September 1884 Miscellaneous No. 4102 communicating an order in the Public Works Department dated 1st September 1884 No. 2150 W Communicating a letter from R. B. Buckley Esqre Officiating Under Secretary to the Government of India Public Works Department dated 7th August 1884 Circular No. VIII P. W. requesting that all proposals for the removal of bridges or ferries may in future be submitted for the orders of the Government of India, and it having been intimated that the order may be held to apply to ferries on lines of Communication classed as trunk roads, I have the honour to enquire where I am to find a definition or list of trunk roads. I believe the term applies to all main lines of communication, and that in this District the road from Ootacamund to Mysore via the Seegoor Ghat as well as the through road from Mettapollium to Gúdalúr and Calicut would be affected by the order.

I have the honour to be, Sir,
Your most obedient Servant,

L. R. Burrows

ag: Collector.

REVENUE BOARD OFFICE MADRAS

3422

Proceedings of the Board of Revenue.

Dated 5th November 1884.

No. 10356 mis

READ letter from the Ag Collector of Nilgiris, dated 21st October 1884, No 344.

Resolution:—

Submitted for the orders of Government.

2. The order referred to is apparently intended to apply only to those roads classed by the Public Works Department as "Trunk Roads" prior to the passing of the Local Funds Act. There should be no difficulty in ascertaining what these roads are.

(True Extract)

(Sd) Thos. MacRae

Ag Sub Secretary.

To, The Secretary to Govt. P.D.
with letter in orig to be ret.
The Collector of Nilgiris

2022.

REVENUE (1884) DEPARTMENT.

No. 4605.

From The Board of Revenue.

Dated 5th
Recd. 6th } November

Mis: No. 10356

SUBJECT.

Submitting for orders, with remarks, letter from the Collector of Nilgiris regarding disposals for the removal of certain Bridges and ferries on main lines of communication in the Dt.

Transferred.

p 3

17 NOV 84 SECRETARY TO GOVERNMENT PUBLIC WORKS DEPARTMENT

Mis: No. 5014.

Transferred to the Public Works Deptt: with copy of G/O. 14th Septr: 1884. No: 4102 Mis:

W Elliott
Secy: to Govt:

Fort St. George.
13th Nov: 1884.

G.O. No. 3711 dy 27th Nov. 1868.

L Circ 2/12 R 5/12/84

Rev A

No. 3022-W

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 9th December 84

READ the following

Proceedings of the Board of Rev: (A.E. No. 10,356 dy 5th Nov 1884)
Endt thereon in the Revenue dept. - 5014 dy - 13th Nov)

The orders communicated with G.O. 2150 W dy 1st Septr 1884 will be held to apply to

(1) all main lines of communication.

(2) ghats and exceptionally situated roads.

Should any doubt arise in respect to a particular road, the matter can be specially submitted for orders.

Supdg Engineers ✓
C.E. for S. ✓
C.E. for Rys. ✓
Financial dept. ✓
Revenue ✓
Military ✓
The Chief Secretary
In favour of countersignature

Deptl 18-12-84

Cd. 20-11-84

22-11-84

~~H. Ann H. E. Sullivan~~

8 DEC 84

J-814

Circulated 2/12

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3022

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1564

Govt. of {1884} Madras.

PUBLIC WORKS.

(15)

Dated

Read

Encl.

G.O. 3 Dec 1884, No. 7, 2214

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Jd
11/12