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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public works DEPARTMENT

G.O. No.
B.P. No.

1903 W

Press.
Mis.

Dated

3-6-1887

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Not to be folded or roughly handled

Local and Mun. Deptt.
Proceedings of the Madras Government.

Read the following:

3RD JUNE 1887, No. 1496 W., PUBLIC WORKS.

1903

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ the following papers :—

Proceedings of the Board of Revenue, dated 1st September 1886, No. 1945.

From the Hon'ble H. St. A. GOODRICH, Collector of Bellary, to the Secretary to the Board of Revenue, dated 20th August 1886, No. 2652.

I have the honor to request that the orders of Government in the Financial department may be taken on the following subject.

2. The sanitarium of Rámandrug is situated in the Native State of Sandúr; after correspondence cited in Proceedings of the Madras Government, Financial department, 14th May 1873, No. 659, it was ordered that about twenty-six out of thirty-six miles of road which had been constructed to give access to the Rámandrug plateau from points on the trunk roads of the district should be maintained at an annual cost of Rs. 3,790, Local funds supplying the balance of the necessary expenditure, Rs. 1,810.

3. For seven * years this arrangement subsisted, as far as the Provincial grant and its amount are concerned; but in the seven years, out of Rs. 26,530 granted, only Rs. 19,593 were spent, the balance lapsing.

* 1873-74 to 1879-80 both years included.

In this period Local funds to the amount of Rs. 11,674 were granted and Rs. 11,102 expended.

4. I am unable to ascertain under what orders the grant of Rs. 3,790 was withdrawn in 1880-81; certain it is that in the second period of seven years (1880-81 to 1886-87 inclusive) no grant has ever been drawn, with the following single exception; in G.O., No. 1966, Financial department, 12th October 1881, the Government sanctioned the transfer of Rs. 3,790 to the Local Fund from the unallotted balance of the Provincial grant.

The Local Fund allotments for the upkeep of the portion of these roads within the Bellary circle amounted during the second period of seven years to Rs. 12,710 † and the expenditure to no more than Rs. 8,786

† Including allotment for 1886-87.

(Rs. 1,500 in addition is available for allotment during the current year); Rs. 7,030 out of Rs. 8,786 was spent on the ghât roads beyond Local Fund limits and within Sandúr State.

5. Now the Local Fund Board has but a limited interest in these roads. The sanitarium of Rámandrug has not been of late years in favor with the Brigadiers and Commanding officers who have decided whether detachments of troops should be sent thither or not, and it has been almost deserted.

If the Government in the Military department decide to maintain the sanitarium, the grant of money for the repair of the roads leading thereto would seem to be desirable.

6. The most convenient route to Rámandrug is *via* Hospet at present. By road from Bellary the distance is (19 to Tornagal, 5 Tornagal to Sandúr frontier, 5 frontier to Sandúr town, 10 Sandúr town to Rámandrug) 39 miles. The alternative routes are:—

Rail, Bellary to Tornagal station, 20;
Road, Tornagal station to Rámandrug, 21;
Forty-one miles and-a-half.

Rail, Bellary to Hospet, 40½;
Road, Hospet to Rámandrug, 13;
Fifty-three miles and-a-half.

Five miles of the road from Hospet towards Rámandrug is within the Local Board circle limits.

The road westwards from Rámandrug is not one which has ever served any considerable traffic and should be made over to the Forest department.

7. The Local Board are prepared to maintain the road from Tornagal to the Sandúr frontier and the road from Hospet to the Sandúr frontier, and cannot, I submit, be fairly asked to do more.

From the Sandúr frontier near Yettinahatti to Somalapur the Sandúr State will keep in order the road which crosses there the most populous tract in the State and connects its chief town with Mysore *via* Kúdligi and with the railway at Tornagal; west of Sandúr town this road was constructed at the cost of the Sandúr State.

8. The Hospet road to Rámandrug is the best for invalids and convalescents, and it seems unnecessary to maintain two lines; if, however, the Hospet ghát is to be kept in good order, I consider that an allowance of Rs. 500 per mile would be required. The Local Fund Engineer has plenty of other work, and the subordinate of the Public Works department who (under the direction of the Executive Engineer here) has charge of Rámandrug barracks would seem the best agent to employ as road overseer.

9. A succession of years of abnormal drought has been experienced and the condition of the roads on the Rámandrug hill is not so bad as might be expected from a consideration of the small allotments of the past few years; the very light traffic they have to carry must be considered.

10. Whether the Forest department shall be charged with the maintenance of the road from Sandúr to Rámandrug is a question for consideration. It would be a pity to waste the fruits of good work done some years ago when the road was made; eventually there will be much forest produce to be brought down. Such produce, however, will be more likely to be attracted to Hospet than to a longer route, and if extensive fellings of timber take place, the removal of timber will probably be most cheaply effected by the laying of a light tramway to Hospet along the roadway.

11. The subject is one which requires an illustrative sketch-map to show the position of the roads, railways and leased forests and the run of the boundaries, and I enclose such a map.

12. A grant of Rs. 4,000 from Provincial funds is, in my opinion, needed to secure the due maintenance of the principal line of communication with Rámandrug. The estimate will, if the Imperial department is to control this expenditure, be framed by the officers of that department; there are reasons against committing the control of this Military road traversing a Native State to the Local Fund Board staff, and the resolution of the District Board, which I enclose, states the grounds for the opinion held by the Board that the legality of their expenditure of the funds under their control within the Sandúr State is doubtful.

13. I could only advocate the continued permission to apply the Local funds to these roads on the ground that the Government are spending Rs. 10,000 per annum on the rent of the Sandúr forests solely in the interests of the district of Bellary and its population. If this argument is allowed to prevail, the amount of expenditure which the District Board may fairly incur in subvention of the outlay on forest on the ground that they thus indirectly contribute to the improvement of their fuel, fodder and water-supply must be discussed; and the fact must not be overlooked that the Board has spent Rs. 7,030 in this manner during the last seven years.

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ENCLOSURE No. 1.—Sketch-map.

ENCLOSURE No. 2.

PROCEEDINGS of the District Board, Bellary, dated 18th August 1886.

Resolution No. 16.

Read Local Fund Engineer's letter, No. 158-C., dated 16th July 1886, and other papers on the subject of repairing the Rámandrug ghát roads by the Local Board.

Whereas certain funds whose legal application is limited to the circle limits have been during the past seven years diverted from their legal application and expended upon the maintenance of certain roads within the Native State of Sandúr, this Board desires the President to move the Government to make provision for such expenditure as they desire to be made on these roads from other sources in future.

ENCLOSURE No. 3.—Statement.

Resolution—dated 1st September 1886, No. 1945.

Submitted for the orders of Government.

2. The 8 miles of road from Rámandrug to the frontier on the Hospet side and the 12 or 13 miles from Rámandrug to the junction with the Sandúr-Yettinahatti road might, the Board think, be maintained from Provincial Funds, "Forests" paying one-third.

(True Copies and Extract.)

(Signed) H. A. SIM,
Acting Sub-Secretary.

No 1621 C, Financial.

Transferred to the Public Works Department.

(Signed) E. F. WEBSTER,
Chief Secretary

30th September 1886.

From Major A. C. SMITH, R.E., Superintending Engineer, III Circle, to the Chief Engineer, Public Works Department, dated Bellary, 21st October 1886, No. 1410.

With reference to your endorsement, No. 3443 C., dated 5th October 1886, I have the honor to report that the portions of roads mentioned in the Revenue Board's Resolution, viz., eight miles of road from Rámandrug to frontier on Hospet side and thirteen miles from Rámandrug towards Sandúr can be maintained by the Public Works Department and a regular estimate will be forwarded if required.

From Colonel H. M. VIBART, R.E., Superintending Engineer, III Circle, to the Chief Engineer, Public Works Department, dated Rámandrug, 16th April 1887, No. 73.

With reference to your memorandum, No. 3884 C., dated 5th November 1886, I have the honor to submit estimates of Rs. 3,520 and 6,133 for the maintenance of the eight miles of road from Rámandrug to the Sandúr frontier on the Hospet side and

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thirteen miles from Rámandrug to the junction with the Sandúr-Yettinahatti road, respectively.

2. As the roads have had but little done to them of late years, provision is made in the estimate for special repairs also.

No. 70 D.

MEMORANDUM.

With reference to letter from the Superintending Engineer, III Circle, No. 73, dated 16th April 1887, submitting estimates for maintaining the road from Rámandrug to the Sandúr frontier on the Hospet side, and from Rámandrug to the junction with the Sandúr-Yettinahatti road, the undersigned has the honor to request that explanation may be afforded as to the high rates * proposed for annual maintenance.

* Rs. 350 and 450 per mile, respectively.

2. In paragraph 9 of the Collector's letter printed with Proceedings † of the Board of Revenue, No. 1945, dated 1st September 1886, reference is made to the

† Re-enclosed for reference; return requested. very light traffic the roads have to carry; and paragraph 2 of the same letter shows that, for many years, the total annual grant from Provincial and Local funds for the maintenance of twenty-six miles of road giving access to Rámandrug was Rs. 5,600. The annual cost of maintaining twenty-one miles of road is set down in the Superintending Engineer's present estimates at Rs. 8,620. It is thought that, after the roads have once been put in good order, an annual grant of Rs. 150 or Rs. 200 per mile should be ample for their proper maintenance.

3. The estimates are therefore returned for reconsideration and revision.

3rd May 1887.

(Signed) J. O. HASTED, Colonel, R.E.,
Secy. to Govt., P.W.D.

From C. J. PETERS, Esq., Superintending Engineer, III Circle, to the Chief Engineer, Public Works Department, dated Rámandrug, 21st May 1887, No. 301.

With reference to your memorandum, No. 70 D., dated 3rd May 1887, I have the honor to state that the estimates for the ghát roads only provide for actual requirements of the roads at present. The Executive Engineer reports that they will not admit of any reduction this year.

2. After they have been once put in order the annual maintenance ought not to cost more than Rs. 150 or 200 per mile.

3. The traffic on them at present is very small indeed and a small number of troops up here would not make much difference.

ORDER—dated 3rd June 1887, No. 1496 W., Public Works.

The Government approve the proposal that the eight miles of road from Rámandrug to the Sandúr frontier on the Hospet side, and thirteen miles from Rámandrug to the junction with the Sandúr-Yettinahatti road, be maintained by the Public Works Department. The requisite orders transferring the charge of the roads to the Public Works Department will be issued in the Financial Department.

2. From the estimates submitted by the Superintending Engineer, it appears that to put the roads into good order an expenditure of Rs. 3,520 will be necessary on the first-named section, and of Rs. 6,133 on the second. The last letter from the Superintending Engineer above recorded shows that the items erroneously termed "annual cost" in his previous communication are in reality part of the special repairs required. No charge for annual maintenance will be required in the first year, and the Superintending Engineer will submit the usual estimates for such in subsequent years.

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3. On receipt of the orders in the Financial Department, referred to in paragraph 1, the estimates will be formally sanctioned, and the question of providing funds for their execution will be considered.

(True Extract.)

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

To the Superintending Engineer, III Circle.
" Examiner, Public Works Accounts.
" Financial Department.
" Revenue "
" Military "

Order thereon dated 29th June 1887 No. 1229 L.M.

Communicated to the President, District Board, Bellary, who will make over the portion of road referred to in para 1 to the P.W. Deptt.

(True Extract)

Asst. Secy.

To The President, Dist Board, Bellary.

" P.W. Department.

Exd. A. Aubert.
Spare Copies

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of Madras
PUBLIC WORKS.

Dated June, 3rd.

Recd.

Encl.

G.O., 3rd June 1887, No. 1496 W.

JUNE.

Road

Approving the proposal that eight miles of — from Rámandrug to the Sandúr frontier on the Hospet side, and thirteen miles from Rámandrug to the junction with the Sandúr-Yettinahatti road, in the Bellary district, be maintained by the Public Works Department.

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Gobt. of (188) Madras.

Local & Municipal

To

See P. W. Dept.

Proceedings, dated 29th June 1887
No. 1229 L (mtd).

Subject.

Communicating to
the President District No.
B. Mary Government Order
P. W. D. of 32nd June 87 No. 1496;
regarding the maintenance
of certain road.

Communicated to the
Communicated to
S. E. III & the Examiners
the 14th Dec. to the Eng.
V. W. Dec. 1894.
2. The estimates received
with the Supp. Engineers
date 22nd 1894 about 1894
and herewith returned
for disposal duly approved.
as no funds are at
present available
with the Govt. the Supp. Engrs.
will if feasible propose
the use of funds from
the grants to other works in
the Circle.

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2. S. E. III e with 7 Encls.

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