(1) பக்கங்களின் எண்ணிக்கை 8

(2) புதுக்கித் திருப்பிய நாள் 12/90

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

துறை

அரசாணை எண்.	அச்சகம்
மு. கோப்புத் தாள் எண். 916	பல்வகை

நாள் : 8-4-1893 198

4

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

ஆவண. கா-1—18,006—15-6-87.

PROCEEDINGS OF THE BOARD OF REVENUE
(Revenue Settlement, Land Records and Agriculture).

Read—the following G.O., dated 8th March 1893, No. 632 W., Public Works:—

Read—the following Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), dated 22nd December 1892, Mis. No. 9653:—

Resolution—dated 22nd December 1892, Mis. No. 9653.

Hitherto under G.O., dated 1st November 1888, No. 754 (Board's Proceedings, dated 3rd December 1888, No. 679), the road traffic on each of the roads taken up for the purpose has been registered for a period of one year only. According to the wishes of the Government of India, road traffic is in future to be registered for a number of years so as to as certain the average capacities of the tracts concerned —*vide* Board's Proceedings, dated 9th February 1891, No. 71, and the Board's suggestion that it will suffice to register traffic for 3 years on principal trade routes has apparently been approved.

2. The expenditure has to be limited to Rs. 8,000 per annum (*vide* order in Board's Proceedings, dated 20th March 1891, No. 153); this will allow of 26 stations being maintained from year to year.

3. The roads to be taken up for periodical registration from 1st April next are to be selected in communication with the Department of Public Works, and the Board resolves to forward the enclosed statement embodying its proposals to the Chief Engineer for favour of early remarks. It is believed that the routes proposed provide for all the projected lines of rail and, as far as possible, for the other chief routes on which it is advisable to collect statistics. When three years' figures are available for each of these stations, other lines of road may be taken up. Thus, if the routes now proposed be taken up, Pottangi and Rayagada stations will be complete in 1893–94 and 19 stations in 1894–95.

As soon as the Board is informed of the Chief Engineer's opinions in the matter, Collectors will be requested to make the necessary arrangements for organizing the stations.

(A true Extract.)

(Signed) P. RAJARATNA MUDALIAR,
Secretary.

To the Chief Engineer, with statement and spare copies of Board's Proceedings quoted.

Copy to the Secretary to Government, Revenue Department.

Read—endorsement thereon by the Chief Engineer for Irrigation, dated 10th January 1893, No. 3.

Read—the following Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), dated 25th January 1893, Mis. No. 463:—

Read—the following G.O., dated 18th January 1893, Mis. No. 164, Revenue:—

Read—Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), dated 22nd December 1892, Mis. No. 9653.

Order—dated 18th January 1893, Mis. No. 164, Revenue.

Recorded pending further report.

(True Extract.)

(Signed) R. C. C. CARR,
Under Secretary to Government.

To the Commissioner of Revenue Settlement and Director of the Department of Land Records and Agriculture.

Resolution—dated 25th January 1893, Mis. No. 463.

Recorded.

2. The Chief Engineer is requested to favour the Board with an early reply to Board's Proceedings, dated 22nd December 1892, Mis. No. 9653.

(A true Copy and Extract.)

(Signed) P. RAJARATNA MUDALIAR,
Secretary.

To the Chief Engineer.

Read—endorsement thereon by the Chief Engineer for Irrigation, dated 27th January 1893, No. 17.

Read—the following memorandum from the Consulting Engineer for Railways, dated 22nd February 1893, No. 105 :—

With reference to Public Works Department endorsements, No. 213-C, dated 18th January 1893, and No. 442-C, dated 1st February 1893, and in continuation of this office memorandum, dated 4th February 1893, No. 59, the undersigned has the honour to append below the reports received from the several Railway administrations in this Presidency on Proceedings of the Board of Revenue, dated 22nd December 1892, Mis. No. 9653.

2. The Agent, South Indian Railway, has no suggestions or modifications to offer regarding the routes proposed for the registration of traffic.

3. The Secretary and Agent, Nílgiri Railway, is of opinion that, in view of a possible extension of that railway eastwards to join the South Indian Railway at Erode and westwards to join the Southern Mahratta Railway at Gúdalúr or perhaps a little northward of that place, it might prove useful if statistics of traffic could be collected (1), on any trunk road running through the country between Mettupálaiyam and Erode, (2) on the roads converging on Gúdalúr, *i.e.*, the Támbrachéri and Carcoor ghâts and the roads from Sultan's Battery and Mysore. He considers that if such extensions could be carried out, a connecting link would be formed between the two great metre gauge systems of this Presidency and a through route would be secured from Tuticorin to Poona.

4. The Agent and Manager, Madras Railway, suggests that the traffic on the roads between Shóranúr and Trichur and between Calicut and Tellicherry should also be registered.

5. With the modifications suggested in the foregoing paragraphs, the undersigned considers that the routes proposed by the Board are suitable.

Order—dated 8th March 1893, No. 632 W., Public Works.

The Consulting Engineer's memorandum will be communicated to the Board of Revenue with reference to its Resolution, dated 22nd December 1892, Mis. No. 9653.

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2. The Government is of opinion that the proposal in paragraph 4 of the memorandum is reasonable, but that those in paragraph 3 are premature. The statistics collected would probably be obsolete before a prospect of taking in hand the lines in question arises.

(A true Extract.)

(Signed) O. V. BODDY, Major R.E.,
Under Secy. to Govt., P.W.D.

To the Board of Revenue, with statement.

Resolution—dated 10th March 1893, No. 92.

Communicated to the Collectors concerned for information and guidance. The necessary arrangements should be made for commencing registration of the road traffic at the stations selected from the 1st April.

2. In order to provide for the registration of traffic on the two routes suggested in paragraph 4 of the memorandum of the Consulting Engineer for Railways, it will be necessary to abandon two of the stations originally proposed by the Board. The two which the Board considers may be abandoned with the least detriment are—

21. Badvél, registering traffic between Nellore and Cuddapah.
22. Dáchepalle, registering traffic between Kistna and Hyderabad.

In lieu of these the Collector of Malabar will be requested to select stations and arrange for the registration of traffic—

(*a*) Between Shóranúr and Trichur.
(*b*) Between Calicut and Tellicherry (by road).

These stations will be numbered Nos. 9 and 12 respectively on the list for the year 1893–94.

3. The Collector of South Canara will select the three stations, Nos. 14—16, for the registration of traffic on the routes ordered to be surveyed under G.O., dated 20th August 1892, No. 2043 R., Public Works Department.

4. The Collectors of Ganjam, Vizagapatam, Nellore, Salem, Coimbatore, Trichinopoly, Madura, Tinnevelly, Malabar and South Canara will be requested to submit proposals for the establishments required for the several stations in their districts together with an estimate of the cost for sheds and contingencies.

(True Copies and Extract.)

(Signed) P. RAJARATNA MUDALIAR,
Secretary.

To Collectors concerned.
„ the Secretary to Government, Revenue Department.
Copy to the Secretary to Government, Public Works Department.
„ „ other Collectors.

Exd. J. Moses.

APPENDIX.

STATEMENT showing the roads selected for registration of traffic, 1893–94.

Route.	Stations suggested.	Traffic that may be registered at stations.	Traffic registered in the periods noted in column 4.				
			Years.	Direction of traffic.	Long distance traffic.*		
					Merchandise.	Animals.	Passengers.
1	2	3	4	5	6	7	8
					L. MDS.	NO.	NO.
I. Tinnevelly-Travancore.	1. Tenkási	Between Tinnevelly and Tenkási ..	1889–90	From Tinnevelly	163,276	687	77,953
				To Tinnevelly	261,865	1,521	76,325
			Do.	From Ambásamudram	87,847	471	77,491
				To Ambásamudram	143,220	683	76,867
	2. Panakudi	Do. do. do. ..	1890–91	From Tinnevelly to Trivandrum ..	282,204	12,791	131,827
				,, Trivandrum to Tinnevelly ..	691,771	1,869	136,568
				,, Ambásamudram to Trivandrum ..	4,090	59	105,973
				,, Trivandrum to Ambásamudram ..	14,328	..	10,207
II. Madura-Ramnad ..	3. Mana Madura	Between Madura and Ramnad ..	1888–89	,, Madura	100,057	1,280	74,045
				To Madura	65,763	1,032	79,510
		Between Ramnad and Sivaganga and northwards.	Do.	From Mana Madura	17,153	475	28,056
				To Mana Madura	21,283	1,612	28,005
III. Dindigal to Pollachi.	4. Palni	Madura towards Pollachi and Coimbatore towards Madura and *vice versa*.	....	....	..	..	..
IV. Karúr and Trichinopoly to Pollachi.	5. Dhárápuram	Between Pollachi and Karúr ..	1892–93	From Pollachi to Karúr	70,080	3,653	8,208
				,, Karúr to Pollachi	32,234	138	9,664
V. Coimbatore Malabar.		Between Coimbatore and Madura ..	....	....	..	..	..
	6. Pollachi	From and to Madura	Do.	,, Pollachi to Dhárápuram	26,720	2,73	3,196
		Between Pollachi and Karúr and Madura *via* Udamalpet and Palni.		,, Dhárápuram to Pollachi	29,960	15,232	6,928
				,, Pollachi to Udamalpet	277,168	3,737	23,477
				,, Udamalpet to Pollachi	170,252	12,184	25,061
VI. Malabar-Cochin ..	7. Mangalam	Between Pálghat and Cochin ..	Do.	,, Pálghat to Trichur	169,388	3,656	42,438
				,, Trichur to Pálghat	119,928	181	41,698
	8. Chetivai	Between Malabar and Cochin by canal.	Do.	,, Tirur to Cochin	120,121	93	6,335
				,, Cochin to Tirur	46,720	132	5,923
	9. To be selected	Between Shóranúr and Trichur ..	....	....	..	..	..
VII. Calicut-Wynaad ..	10. Malaparamba	Between Calicut and Wynaad *via* Tambrachéri ghat	1892–93	From Calicut to Vayitri	44,326	98	22,194
				,, Vayitri to Calicut	46,195	46	26,699
VIII. Calicut-South Canara.	11. Payoli lock	Between Malabar and South Canara by canal.	Do.	,, Badagara to Calicut	93,511	..	16,146
				,, Calicut to Badagara	93,039	284	18,982
	12. To be selected	Between Calicut and Telicherry (by road).	....	....	..	..	..
IX. Cannanore-Coorg ..	13. Muttanur	Between Cannanore and Tellicherry and Coorg.	1888–89	From Cannanore	79,581	4	24,371
				To Cannanore	85,793	1,966	22,895
X. Mangalore, Coorg and Mysore.	14 to 16. Three stations to be selected by Collector, South Canara.	The traffic on the routes for which surveys have been ordered in G.O., dated 20th August 1892, No. 2043 R. Public Works.	....	....	..	..	..

* Traffic shown for 1892–93 is for 7 months only.

Statement showing the roads selected for registration of traffic, 1893–94—*cont.*

Route.	Stations suggested.	Traffic that may be registered at stations.	Traffic registered in the periods noted in column 4.				
			Years.	Direction of traffic.	Long distance traffic.*		
					Merchandise.	Animals.	Passengers.
1	2	3	4	5	6	7	8
					L. MDS.	NO.	NO.
XI. Trichinopoly-Salem.	17. Námakal	Between Salem and Karúr ..	1892–93	From Salem to Námakal	47,499	2,238	4,925
		Between Tiruchengód and Trichinopoly.		,, Námakal to Salem	52,403	409	4,305
		Between Salem and Trichinopoly.		,, Tiruchengód to Námakal ..	19,176	146	1,999
				,, Námakal to Tiruchengód ..	30,466	60	1,645
				,, Trichinopoly to Námakal ..	111,031	715	1,163
				,, Námakal Trichinopoly	37,674	4,843	1,316
				,, Karúr to Námakal	49,631	244	3,803
				,, Námakal to Karúr	41,849	1,043	1,926
XII. Trichinopoly and Salem.	18. Near Perambalúr	Between Ariyalúr and Salem ..	1892–93	From Atúr to Ariyalúr	153,967	904	29,482
		Do. Trichinopoly and Salem.		,, Ariyalúr to Atúr	69,791	495	34,760
				,, Trichinopoly to Atúr	33,362	89	22,794
				,, Atúr to Trichinopoly	84,633	1,243	22,232
XIII. Salem-South Arcot.	19. Atúr	Between Salem and Vriddháchalam.	1889–90	From Salem	115,078	10,767	83,071
				To Salem	253,214	2,024	83,199
		Do. Salem and Perambalúr.	Do.	From Salem	5,053	960	10,383
				To Salem	21,331	318	10,202
		Do. Namagiripet and Atúr.	Do.	From Namagiripet	19,567	5,057	27,072
				To Namagiripet	9,704	491	23,752
XIV. Madras-Guntúr ..	20. Náyudupet	Three stations on the Great Trunk Road from Madras to Guntúr through Nellore to register north and south traffic at each place. At Náyudupet, cross traffic with Kálahasti and Venkatagiri may be recorded; at Kávali, cross traffic towards and from Udayagiri, and at Ongole between Kottapattam and Podili and Cumbum.	1891–92	From Náyudupet to Sulurpet	134,805	112,117	9,017
				,, Sulurpet to Náyudupet	102,832	51	8,340
				,, Gúdúr to Náyudupet	137,695	117,118	10,498
				,, Náyudupet to Gúdúr	42,903	63	9,602
				,, Náyudupet to Kálahasti	57,220	177	5,270
				,, Kálahasti to Náyudupet	65,897	29	5,350
				,, Náyudupet to Venkatagiri ..	58,605	..	3,073
				,, Venkatagiri to Náyudupet ..	15,462	172	2,946
	21. Kávali						
	22. Ongole	....	1891–92	From Guntúr to Nellore	23,780	176	12,877
				,, Nellore to Guntúr	22,693	..	12,911
				,, Ongole to Cumbum	34,193	..	10,909
				,, Cumbum to Ongole	32,826	..	11,686
XV. Vizagapatam-Jeypore.	23. Pottangi	Between Vizagapatam and Jeypore.	1890–91	From Sálúr to Korapatti	283,226	117	..
				,, Korapatti to Sálúr	304,163	..	..
				,, Pachipantti to Korapatti	63,865	464	..
				,, Korapatti to Pachipantti	10,450	..	..
				,, Turner's ghat to Korapatti ..	97,988	1,124	..
				,, Korapatti to Turner's ghat ..	153,264	72	..

* Traffic shown for 1892–93 is for seven months only.

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Statement showing the roads selected for registration of traffic, 1893-94—*cont.*

Route.	Stations suggested.	Traffic that may be registered at stations.	Traffic registered in the periods noted in column 4.				
			Years.	Direction of traffic.	Long distance traffic.*		
					Merchandise.	Animals.	Passengers
1	2	3	4	5	6	7	8
					L. MDS.	NO.	NO.
Vizagapatam-Jeypore—*cont.*	....	....	1891-92	From Korapatti to Pachipantu	53,827	..	..
				,, Pachipantu to Korapatti	27,363	990	..
				,, Korapatti to Sálúr	328,925	..	..
				,, Sálúr to Korapatti	159,639	1,807	..
				,, Korapatti to Tadivalasa	110,182	..	..
				,, Tadivalasa to Korapatti	64,458	2,450	..
XVI. Vizagapatam-Central Provinces.	24. Rayagada	Between Vizagapatam and the Central Provinces.	1890-91	From Central Provinces to Párvatipur.	163,077	28	4,947
				,, Párvatipur to Central Provinces.	66,171	792	3,330
			1891-92	,, Bissemkota to Párvatipur ..	219,970	32	15,036
				,, Párvatipur to Bissemkota ..	64,668	834	13,792
				,, Cholapatham to Singapuram ..	46,319	47	1,799
				,, Singapuram to Cholapatham ..	104,244	8	2,620
				,, Bissemkota to Cholapatham ..	194,897	16	4,463
				,, Cholapatham to Bissemkota ..	36,870	165	4,126
	25. Gunupur	....	1892-93	From Gunupuram to Gudali	41,576	247	3,914
				,, Gudali to Gunupuram	54,638	2	4,359
XVII. Ganjam-Central Provinces.	26. Kalingiya	Between Ganjam and Central Provinces.	1889-90	From Ganjam	28,425	15	2,290
				To Ganjam	97,285	754	1,833

* Traffic shown for 1892-93 is for seven months only.

REVENUE DEPARTMENT.

1893.

Board of Revenue

(Revenue Settlement, Land Records and Agriculture),

MADRAS.

No 916 Wag 8th April 1893.

Comd to the C.C.
for Railways.
(sd) G. Yw

Printed March th.

Proceedings, 10*th March* 1893, *No.* 92.

Communicating to the Collectors concerned, with instructions, Government Order, Public Works Department, on proposals for road traffic registration for 1893–94.

C/C for Rep
C. for Bmyn