

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

READ—again the following paper :—

G.O., dated 22nd March 1895, Mis. No. 554 L., Local and Municipal.

Read—the following papers :—

Note by the Chief Engineer, Public Works Department, dated Madras, 9th March 1895.

I am of opinion that the general principle already accepted by Government, that the construction and maintenance of district roads is the primary duty of the district board's engineering establishment, should be strictly enforced and only deviated from under special and exceptional circumstances.

2. Such circumstances do not appear to exist in the case of the Wynaad roads, and I see no reason whatever why a distinction should be made between them and the roads in any other district.

3. If the funds at the disposal of the district boards concerned are not sufficient for the proper maintenance of the roads it is a matter for consideration whether a grant-in-aid should be given or not, but there is no reason why the actual work should be undertaken by the Public Works Department.

(Signed) J. PENNYCUICK, Col., R.E.,
Chief Engineer, P.W.D.

From H. H. O'CONNELL, Esq., Executive Engineer, West Coast Division, to the Superintending Engineer, IV Circle, dated 18th February 1895, No. 79-S.E.

With reference to your No. 51-C, dated 5th February 1895, I have the honour to submit the following remarks with reference to paragraph 5 of G.O., dated 21st January 1895, No. 154 W.

2. From G.O., dated 6th June 1882, No. 1416 W., it is apparent that urgent representations were made to Government and to the Secretary of State for India (*vide* page 43 of the above Government Order) concerning the bad state of the roads in Wynaad and it was represented that the Gold-mining Companies who were then just starting operations in Wynaad could not get their heavy machinery from the coast over the roads and bridges in their then existing state.

3. The Local Fund Department had not funds to carry out the necessary improvements and Government eventually undertook to carry out the improvements by the agency of the Public Works Department.

Note.—It was anticipated that the Gold-mining Companies would contribute towards the improvements and maintenance of these roads.

4. The Gold-mining Companies failed one after another and I do not think that there is a single one in existence now in the Wynaad.

5. The primary object with which Government undertook the improvements to these roads—viz., to enable the Gold-mining Companies to get their heavy machinery on four-wheeled vehicles from

Vide paragraph 19 on page 8 of G.O., dated 6th June 1882, No. 1416 W.

the coast to the Wynaad—therefore no longer exists.

6. With regard to the coffee industry, I believe that many estates have been abandoned and that the traffic along these roads is small and light compared to that anticipated when the improvements to these roads were first commenced. The improvements to the Calicut-Vayitri road were completed some years ago, and the improvements to the Vayitri-Gúdalúr road have just been completed.

7. It now remains for Government to decide (after considering the altered state of affairs since these works were commenced) whether they should spend Rs. 52,000—Rs. 13,500 annually (the latter amount represents the toll collections on the roads)

* 25 miles lies in the Nilgiri district.

Note.—See G.O., dated 11th October 1894, No. 2005 L. The average cost of keeping roads in repair is said to be Rs. 93-9-4 per mile (paragraph 39, page 10) and the condition of the roads is said to be satisfactory (paragraph 40.)

The whole of the Rs. 13,500 tolls is collected in Malabar. Length of the road in Malabar is 57 miles.

Tolls alone will therefore give Rs. 237 per mile for maintenance and with the addition of another Rs. 50 per mile from district board they could be maintained in good order for light traffic. Along 25½ miles in Nilgiri district there is very little traffic and it is ridiculous spending Rs. 600 a mile in maintaining it.

(Intld.) H.O.C.

1894, Nos. 2541 and 2542 L., it would appear that the tendency is to reduce the grants under communications in order to increase those under education, sanitation, &c. If the district boards could be induced to be more liberal in their grants for communications and augment the tolls collected on these roads, I do not think they would have much difficulty in maintaining these roads (now that they have been thoroughly made) in an efficient state for light traffic.

9. The improvements to the last 12 miles of the Chundale-Mysore road will not be completed until next December, but one of the present overseers could be put in special charge, and the Wynaad subdivision could be reduced, as stated in paragraph 54 of the Examiner's Inspection report of the West Coast Division, if the Calicut-Vayitri and Vayitri-Gúdalúr roads are made over to their respective district boards.

(Intld.) H.O.C.

10. When the Chundale-Mysore road is completed the services of the overseer in charge could be dispensed with also.

No. 93-W.

Copy forwarded to the Chief Engineer, Public Works Department, for consideration.

2. There seems to be no reason why the roads in question should be maintained by this department. A maintenance grant of Rs. 300 a mile would probably suffice for their upkeep now that their surface has become consolidated and they are no longer in the condition of newly-constructed roads which require considerable outlay on maintenance for the first few years.

26th February 1895.

(Signed) J. HANNAN,
Superintending Engineer, IV Circle.

No. 976-C.

Referred to the Local and Municipal Department for remarks.

11th March 1895.

(Signed) J. PENNYCUICK, Col., R.E.,
Secretary to Government, P.W.D.

Order—dated 22nd March 1895, Mis. No. 554 L., Local and Municipal.

Referred to the District Boards of Malabar and Nilgiris for remarks.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

To the President, District Board, Malabar.
" Public Works Department. Nilgiris.

READ—also the following papers:—

From H. A. SIM, Esq., President, District Board, Nilgiris, to the Chief Secretary to Government, dated Ootacamund, 8th May 1895, No. 192.

In reply to G.O., dated the 22nd March 1895, Mis. No. 554 L., I have the honour to forward to you a copy of the resolution which the district board has passed on the subject.

2. The resolution explains itself and all that I need say, therefore, is that a very general opinion was expressed by the members of the board that, both on the ground of convenience and on the ground of efficiency, they would prefer that Government itself should continue to maintain the road. It was understood, however, that if Government withdrew its agency from the Malabar portion of the road, it was not likely to maintain an agency specially for the Nilgiri portion, and the Nilgiri Board, therefore, felt that the real decision of the case rested with the Malabar Board.

2. If the decision of Government is to withdraw its agency and throw the maintenance of the road on to the district board, it is hoped that the estimated maintenance allotment of Rs. 300 a mile will come with it. Government knows well that the Local Fund Board of the district is even now living on the Provincial grant which Government under the peculiar circumstances of the district considers it fair to make to it; to add to its expenditure, therefore, as is now proposed, means also, it is presumed, to add correspondingly to its receipts.

4. Without such a grant the board will find it exceedingly difficult to maintain the road in the good condition in which a main trunk road of its possible importance should be maintained, and much of the money which the Public Works Department has just spent on it may prove to have been wasted.

ENCLOSURE.

PROCEEDINGS of a meeting of the District Board, Nilgiris, held on Friday, the 26th April 1895.

Read G.O., dated 22nd March 1895, Mis. No. 554 L., referring, for remarks, the Chief Engineer's note recommending the maintenance of the section of the Gúdalúr-Vayitri road, that lies within this district, by the Nilgiri District Board.

Resolution.—The board understands that it must follow the lead of the Malabar district in the matter, and that if the Malabar district undertakes the maintenance of the main portion of the road which lies within its borders, the Nilgiri district must necessarily follow suit for the small portion which lies within its borders; it is therefore prepared so to do provided that it receives a

contribution from Provincial funds of the Rs. 300 a mile which is the estimated cost of maintenance. The Board, however, expresses its opinion that it would prefer to leave the work as hitherto in the hands of the Government Public Works Department and not to take it over itself.

From certain Merchants and Traders of Calicut, dated — May 1895.

ABSTRACT.—Protesting against the transfer to the Local Fund Department of the Calicut-Gúdalúr road which is at present maintained by the Public Works Department.

From H. MOBERLY, Esq., President, District Board, Malabar, to the Chief Secretary to Government, dated Calicut, 29th May 1895, Ref. on C. No. 865-L.F. of 1895.

With reference to G.O., Mis. No. 554 L., dated 22nd March 1895, I have the honour to forward herewith, for the information of Government, copy of a resolution of the district board passed at its meeting held on the 11th instant.

2. The District Board District Engineer (a copy of whose note is enclosed) estimates the cost of maintaining the 57 miles of the Calicut-Vayitri road in this district at Rs. 17,460 as shown below:—

Cost of maintaining 24 miles 2 furlongs at Rs. 300 per mile	..	Rs. 7,275
" " 8 miles at Rs. 350 per mile	..	2,800
" " 24 miles 6 furlongs at Rs. 260 per mile	..	6,425
Salary of an extra overseer with head-quarters at Vayitri for supervising the road, at Rs. 50 pay + 30 allowance	..	960
Total	..	17,460

Towards this expenditure, the income from the five tolls on the above road has to be taken into account. The receipts from the above tolls during the last two years amounted to Rs. 12,420 and Rs. 12,275 and there appears to be no prospect of this source of income being augmented. To be on the safe side, the toll receipts may be estimated at Rs. 12,000. Deducting this amount from the sum of Rs. 17,460 estimated for by the Engineer, there is still a balance of Rs. 5,460 which has to be provided by the district board. At the time of preparing the budget, much difficulty was felt in balancing the district and the taluk board budgets. The present receipts of the boards are quite inadequate to meet the existing charges, and the district board consequently is not in a position to incur the above additional charge of Rs. 5,460. If, however, the Government will give a contribution equivalent to the above amount or take over the maintenance of the Cannanore-Coorg road, which is a military line of communication, then the board is prepared to take over the Calicut-Vayitri road as stated in the resolution. The sum of Rs. 17,460 estimated by the District Board Engineer represents only the normal expenditure for maintaining the road and gives an average mileage of Rs. 300 per mile. If any bridge is washed away or damaged (there are several bridges on the road) a special allotment will have to be made for reconstructing or repairing it. I understand that the Public Works Department was spending about Rs. 625 per mile on this road. The District Board Engineer's estimate is, therefore, less than half of what the Public Works Department spent. It will thus be seen that the contribution applied for by the district board is very moderate.

ENCLOSURE.

EXTRACT from the Proceedings of the District Board, Malabar, at its meeting held at Calicut on the 11th May 1895.

Supplemental.

7. Read G.O., dated 22nd March 1895, Mis. No. 554 L., regarding the transfer of the Calicut-Sholadi road to the management of the district board, and office-note from the District

Board District Engineer, dated 9th April 1895, Ref. on C. No. 78—D.B.E.D., offering his remarks on the above subject.

Resolution.—The board is willing to take over the Calicut-Sholadi road, provided it is allowed to keep up the existing toll-gates, and provided Government will assist the board either by giving an allotment or by taking over the maintenance of the Cannanore-Coorg road, which is a military road.

ORDER—dated 1st August 1895, No. 1357 L., Local and Municipal.

The road from Calicut to Gúdalúr will be transferred to the charge of the two district boards within the limits of which it lies. The transfer will take effect from 1st April 1896.

2. The President of the Nilgiri District Board will be requested to report the amount of the toll-collections in each of the last three years on the section of the road that lies within the Nilgiri district, in order that the amount of the additional grant from Provincial funds to the board that may be necessary may be computed.

3. The Government does not consider that the Malabar District Board has shown grounds why either a grant from Provincial funds should be made to it in consequence of this transfer or the Government should take over the Cannanore-Coorg road as a set-off to it. The board should consider how its expenditure under other grants can be reduced in order that the additional charges now to be incurred may be met.

(True Extract.)

for Chief Secretary.

To the Public Works Department.

" President, District Board, Malabar.
" Nilgiris.
" Accountant-General.

Ed. A. Baile.

Gobt. of {1895} Madras.
LOCAL AND MUNICIPAL.

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Dec: 26. 8. 95

No. 2216 W of 5th September 1895

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Issued

Recd.

Encl.

G.O., 1st Aug. 1895, No. 1357 L.

Communicated
to the Supdy. Engineer
15 Mar 1896
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Road.

Ordering, with remarks, the transfer of the —
from Calicut to Gúdalu to the charge of the
District Boards of Malabar and Nilgiris within
whose limits it lies.

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