P W

~~Marine~~ (1899) Department.

~~No~~

G.O., No. 2918 W ~~Marine~~

DATED 3rd Nov 1899.

[Despatch Abstract.]

Alathur Branch road, Chingleput Dt.

Directing ~~with sen~~ the S. E. V Circle to submit a second revised estimate for repairing the damages done to the ——— & to place it in thorough order, and considering that the Board of Revenue has travelled beyond its province in its imputation of motives in certain paras on its Pros on the subject.

B

Indexed. H||

[M.—8. / 500—11-9-99.]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Public Works DEPA MENT.

UNDER SECY. TO GOVT.
25 OCT. 1899
REVENUE DEPT.

READ the following :—

From the Supdg. Engineer, V circle No. 78 W d/ 2nd July 1899

Endt. of the Local + Municipal Dept. No. 757 d/ 18th July 1899

— do — do — Revenue Dept. No. 3279 d/ 11th Septr 1899

~~Circulated to~~

The Revenue Dept for Counterinitials.

ORDER. No. 2918 W d/ 3-11-99

In G.O. 3393 W dated 27th November 1896, an Estimate of Rs 12,060 for restoring the Mathur Branch Road near Chunampet in the Chingleput Division, was sanctioned for execution when funds should become available. Government agreed to contribute one half the cost from Imperial funds, and the other half was ordered to be met by the District Boards of Chingleput and South Arcot and the Zeminda of Chunampet.

2. On the District Board of South Arcot placing

sum

P. W. 4.
18-7-99.

sum of Rs1,500 at the disposal of this Department, the Superintending Engineer, V circle, was authorised in March 1897 to start the work with this amount, and the Government of India was addressed at the same time in view to a special grant being made from Imperial Funds. That Government having declined to sanction this, the Government share of the proposed expenditure on the road was ordered to be met from Provincial Funds.

3. Towards the end of August 1897, the Superintending Engineer reported that the work was well in hand, and asked for permission to proceed with the work pending allotment of funds. This permission was accorded, after consultation, with the Financial Department, in December 1897, and the

District

District Boards of Chingleput and South Arcot and the zemindar of Chunampet were requested to place the amounts due by them at the disposal of the P.W.D. as early as possible.

4. The above contributions amounting to Rs4530 were placed at the disposal of this Department in February and March 1898, and this sum, together with the grant for the year was fully utilised before the close of the official year, the road being completed with the exception of some metalling and gravelling.

5. In 1898-99, however, the expenditure was only Rs586. This was due partly to the fact that the zemindar of Chunampet had preferred a claim for seigniorage for road materials taken from his land, and that pending settlement of this claim the materials could not be obtained

detained, and partly to the fact that the Estimate, owing to this claim and to some omissions and deviations ~~from~~ in the original estimate, had to be revised and sanction to the revised estimate had to be awaited. This revised estimate was submitted by the Superintending Engineer in November 1898, and sanctioned in G.O. 264 W of 27th January 1899. It amounted to Rs 13,240 and involved an xcess of Rs 1180 over the riginal estimate.

6. Meanwhile, in April 898, the P.W.D. Sub Divisional gineer in charge of the road Eh submitted a report ommending the abandon- [illegible] e road, because was only of benefit to the mindar of Chunampet and the N.E. monsoon of 1898 e road was seriously maged in several places y the heavy rains and

the

the breaching of sever zemindari tanks. The damage is described in a further letter dated 22-12-98 from the Sub Divisional officer, who gives it as an additional reason for abandoning the road. These two reports of April and December were forwarded by the Executive Engineer to his Superintending Engineer with his No 3999 S.E. dated 21st January 1899. He recommends that "if Government will not benefit, the work should be abandoned and the road be given over to the Chingleput and South Arcot District Boards in its present state". In submitting the reports to Government with his No 78 W of 2-2-99 the Supdg. Engineer strongly recommends that no more Government money be expended on the work.

7. These reports were referred to the Board of Revenue, Separate Revenue,

and to the 2 District Boards for an expression of opinion on the Executive Engineer's suggestions.

8. The replies are now received. It will be seen from them that only the District Board of South Arcot has expressed its willingness to take over the road as it is. The Chingleput District Board is of opinion that the road should not be abandoned, but should be completed. It proposes the establishment of 2 toll gates for its maintenance. It also adds that the zemindar has expressed his intention to waive his claim for seigniorage if that is likely to deter Government from completing the road.

9. The Board of Revenue gives a history of the road, traverses the reasons of the P.W.D. officers for abandoning the road and finally submits

That

that Government cannot now withdraw from the obligation to hand o er the road in a thorough state of rep r.

10. This view the matt s accepted by Go rnment a the Superintending Engineer is directed to submit a second revised estimate for repairing the damages caused by the N.E. monsoon and placing the road in thorough order throughout.

11. Government considers that the Board of Revenue has travelled beyond its province in its imputation of motives in paras 5 & 7 of its Proceedings No 3516 dated 5th August 1899.

HM 23/10/99
Dw.

HT
26 10 99

3/11/99

To.
The Suptg. Engr V circle
" Revenue Dept
" Local & Munl Dept.

READ the following :—

from the Superintending Engineer, V Circle, No: 78 W d/ 2.2.99

Endt: of the L & M Department No: 757 d/ 18.7.99

Do Do Revenue Department No: 3279 d/ 11.9.99

8595
5885

Alattur Branch Road - Chingleput Dt.

Circulated to ~~His Excellency the Governor.~~

~~The Hon'ble Mr A. T. Arundel, C.S.I.~~

FOR ORDERS

CW- 8595
5885

To
The Rev. Dept.
" L & M Dept. } for ci

HC Draft order up to here to omitting my remark, marked in blue pencil, & add as a final para - that the Board Govt. consider that the Board of Revenue has exceeded its powers in its interpretation of [illegible] in lines 5 & 7 of its proceedings dated [illegible]

~~ANo~~ 3516

[illegible]
16.10.99

[illegible] 28/9

P. W. 43.
1,000—28-2-19.

[illegible] 9.99 R 12.10.99 ~~A.M.T.~~ 13.10.99 R E.C.O.

In G.O. 3393 W, dated 27 November 1896, an estimate of Rs 12,060 for restoring the Alattur Branch Road near Chunampet in the Chingleput Division, was sanctioned for execution when funds should become available. Government agreed to contribute one half the cost from Imperial funds, and the other half was ordered to be met by the District Boards of Chingleput and South Arcot and the Zemindar of Chunampet.

2. On the District Board of South Arcot placing a sum of Rs 1500 at the disposal of this Department, the Superintending Engineer, V Circle,

×
was Authorised in March 1897 to Start the work with this amount, and the Government of India was addressed at the Same time in view to a Special grant being made from Imperial Funds. That Government having declined to Sanction this, the Government Share of the proposed Expenditure on the road was Ordered× to be met from Provincial Funds.

Flag E

× G.O. 3570 Wd/20.12.97 Flag F

3. Towards the End of August 1897, the Superintending Engineer reported× that the work was well in hand, and asked for permission to proceed with the work pending Allotment of funds. This permission was accordedπ, after Consultation with the Financial Department, in December 1897, and the District Boards of Chingleput and South Arcot and the Zemindar of Chunampet were requested to place the Amounts due by them at the disposal of the P.W.D, as Early as possible.

Flag H

π G.O. 3572 Wd/20.12.97 Flag H

4. The above Contributions Amounting to Rs 4530 were placed at the disposal of this Department in February & March 1898, and this Sum, together with the grant for the year was fully utilised before the Close of the Official year - the road being Completed with the Exception of some metalling and gravelling.

5. In 1898-99, however, the Expenditure was only Rs 586. This was due partly to the fact that the Zemindar of Chunampet had preferred a claim for Seigniorage for road materials taken from his land, and that pending Settlement of this claim, the materials could not be detained, and partly to the fact that the Estimate, owing to this claim and to some omissions and deviations from the original Estimate, had to be revised and Sanctioned

to the revised Estimate awaited. This revised estimate was submitted by the Superintending Engineer in November 1898 and sanctioned in G.O. 264 W of 27 January 1899. It amounted to Rs 13,240 and involved an excess of Rs 1180 over the original Estimate.

Flag G

6. Meanwhile, in April 1898, the P.W.D Sub Divisional Officer in Charge of the road had submitted a report recommending the abandonment of the road, because it was only of benefit to the Zemindar of Chunampet and in the N.E. Monsoon of 1898 the road was seriously damaged in several places by the heavy rains and the breaking of several Zemindari tanks. The damage is described in a further letter dated 22-12-98 from the Sub Divisional Officer, who gives it as an additional reason for abandoning the road. These two reports of April and December were forwarded by the Executive Engineer to his Superintending Engineer with his No: 3999 S.E. dated 21st January 1899, of which I beg careful perusal in view of the remarks made thereon at a later stage by the Board of Revenue. He recommends that "if Government "will not benefit, the work should "be abandoned and the road "be given over to the Chingleput "and South Arcot District Boards "in its present State". In submitting the reports to Government with his No: 78 W of 2.2.99, the Superintending Engineer "strongly recommends that no more Government money be expended on the work".

Flag N

Flag XV

Print

Flag XV

7. These reports were referred to the Board of Revenue, Separate Revenue, and to the 2 District Boards for an Expression of Opinion on the Executive Engineer's Suggestions.

8. The replies are now received. It will be seen from them that

Only the District Board of South Arcot has expressed its willingness to take over the road as it is. The Chingleput District Board is of opinion that the road should not be abandoned, but should be completed. It proposes the establishment of 2 tollgates for its maintenance. It also adds that the Zemindar has expressed his intention to waive his claim for seigniorage if that is likely to deter Government from completing the road.

9. The Board of Revenue gives a history of the road, traverses the reasons of the P.W.D. Officers for abandoning the road and finally submits that Government cannot now withdraw from the obligation to hand over the road in a thorough state of repair.

10. This view of the matter may be accepted by Govt and the Superintending Engineer be directed to submit a Second revised Estimate for repairing the damages caused by the N.E. Monsoon and placing the road in a thorough order throughout.

Appd.
A.G.H.

AA

A.G.H.

AA

11. I must, however, most strongly protest against the statements which the Board of Revenue has seen fit to make in the course of its remarks on this matter. In Para 5 it says of the Zemindar of Chunampet "from the tone of the Sub-"Engineer's report it seems "likely that he has in some "way incurred the personal ill-"will of that Officer". However much the Sub Engineer may have been travelling out of his province in recording his opinion on a matter affecting the Salt Department, it is certain that his opinion is given in good faith and in what he honestly believes to be the interests of Government. Such an outside opinion is often of value and should not be dismissed with

He certainly was travelling out of his province.
AA

This is the presumption; certainty is another matter.
AA

the unworthy and absolutely groundless insinuation of the Board of Revenue.

Again in Para 7 "the Board 'fears that the real reason for 'the desire on the part of the 'D.P.W. to abandon the under'taking is because the work cannot 'be completed within the Estimate'! In other words the P.W.D. officers have one reason and give another for abandoning the road! It would be easy to show that the Board has given an inaccurate version of the facts of the case, and that the first proposal to abandon the road was made before any necessity for a revised Estimate had appeared, but it is, I trust, unnecessary to defend the Department from an imputation which carries its own condemnation. I cannot believe that it was ever seen or approved by a member of the Board, and I beg that Government will be pleased to protect this Department

I fear it was
A.A.

Department from such accusations in future, by directing the Board to withdraw them, or by recording in some way its displeasure that they should have been made.

L Hill
27·9·99

I c/i the recommendation in para. 10.

As to para. 11, I fancy it is erroneous to suppose that Mr. Thomson did not see the B.P. The internal evidence is the other way.

Perhaps it may be sd. that in the opinion of Govt. the Bd. has travelled beyond its province in its imputation of motives in paras. 5 & 7.

I think this will suffice H.T.
28 9 99.

A.S.H.
13.10.99

I agree.
A.A. 14.10.99.

Yes.
A.S.H.
13.10.99

This may I think be left for future decision when the estimate is recd

Appd.
A.S.H.

× I presume the excess in the new Estimate to be called for will not in any degree fall on the Local Bd. concerned — The S. Arcot Bd certainly will not contribute any more and the Chingleput Bd will not contribute anything like a moiety of 5 or 6 thousand rupees —

Towards the remarks of the Bd of Rev the L & P.W. Depts have of course its nothing to do.

Wm
29: ix 99

L Hill
28-9-99

× This is for Govt. to decide. A share of cost of repairing unavoidable flood damages is justly chargeable to the Dist. Boards.

L Hill
28-9-99

0/18 4,000—18-10-98. PW

~~Revenue~~ (1899) Department.

8595
CURRENT No. ~~5093~~

From

The Board of Revenue, Separate
Revenue.

Misc. No. 3516

~~*Order*~~

Endt. Misc. No. 3279. Rev:

Transferred to the Public
Works Department.

(By Order).

Ag. Under Secretary to Government.

Ootacamund.
11th Sept: 1899.

Dated 5th Aug:

Received ~~6th~~ at Ootacamund 13-9-99

Registered ~~7th~~ -7th---- at Madras 20-10-99

Enclosures 2 {Plans 2, Others 2} total 4

Spare copies.

To the P. W. Dept. with copy of notes

SUBJECT.

Reporting to Govt. on certain suggestions made by the Executive Engineer, Chingleput Division, in connection with the Alattur branch road near the Chunampet factory.

~~D.W.~~ W. H. L. 13/9

BACK PAPERS.

G.O.	No.	Department.	Date.
1081 D – d 5.9.99			
1102 W, d 24.4.99			
1752 C, d 23.3.99			
264 W, d 27.1.99			
1976 W, d 5-8-98			
3090 C, d 7.7-98			
685-W d 14-3-98			
473 W, d 23.2-98			
285 W, d 3-2-98			
3572 W d 20.12.97.			

3570 W d 20.12.97 (S.C)
2050 W, d 28.7.97. S.C

FURTHER PAPERS.

1061 W, d 15.4.97
1757 C, d 26.3.97

G.O.	No.	Department.	Date.
2535 C, d 17.5.97.			
817/A, 817/B W, d 20.3.97 (S.C)			
3195 W, d 7.11.96			
1715/B W, d 9.6.96 (S.C)			
575-76 W, d 2.3.97			
3393 W, d 27.11.96 S.C			

To L & M for perusal.

U.O.No.459 dated 24th August 1899.

Seen-The road should not be abandoned without taking the opinion of the Local Boards first. No doubt the D.P.W. order will come to L & M for counter-signature.

(Itd). M.H./28-8-99.

To P. W. D. U.O.No.473/1-9-99.

(Itd).H.T./1-9-99.

No. 1081 D d/ 5--9--99.

Note in P. W. D.

I regret that I am unable to c--i-- this Endorsement until the Board of Revenue withdraws the most unworthy insinuation contained in para 7 of its Proceedings that the reason for the desire of the local officers of this Dept to abandon the road --- was any other than that stated in the correspondence; also the similar insinuation in para 5 that the Sub-Engineer's Report was influenced by his personal ill-will towards the Zamindar. I cannot believe that the above remarks were either seen or approved by any member of the Board.

(Itd). W.B.DeW/5--9--99.

Revenue Department.

H.M. for orders. There is no need of P.W.S.c/i- for the transfer to them of a Board's report which they had asked for. But ~~for~~ if the transfer is made P.W.D. will have to write officially instead of U.O. protesting against Mr.Thomson's ~~instruc--~~ insinua-tions .

(Itd). H.T./7-9-99.

The P.W.Secy's c.i., is not needed in this case.The B.P.is an answer to a request for information by P.W.D. & is merely transferred accordingly.It is open to P.W.D to raise objection to the B.P.after transfer if this be thought necessary.

(Itd). A.T.A./8-9-99.

1340 / 5/5/58

Price 1 *pie.* 2,000 / 1-9-98.

Proceedings of the Board of Revenue

(Separate Revenue).

Dated 5th August 1899.

Mis. No. 3516

The Hon'ble Mr. J. Thomson, M.A., I.C.S.

Read endorsement of Government, Revenue Department, Mis. No. 1491, dated 22nd April 1899, and

Board's reference thereon, dated 4th May 1899, to the Deputy Commissioner, Central Division, for early remarks.

Read also letter from R.A. Graham, Esquire, I.C.S, Acting Deputy Commissioner, Central Division, No. 2752, dated 26th June 1899, replying to the above reference.

Resolution.

The Board begs to submit the remarks called for by Government in its endorsement, Mis. No. 1491, Revenue, dated 22nd April 1899, on the subject of the Alattur branch road near the Chunampet factory.

In Pro. 3099 / 3.8.95
under G.O.

× Not come to P.W.D.
Flag XXI

2. A brief history of this road will be found in Board's Proceedings Mis. No. 1106×, dated 12th March 1895. It will be observed therefrom that the road, which was originally made by the Chunampet Zemindar, was afterwards acquired by the D.P.W. and kept up by the Collector of South Arcot till April 1872. The portion within the Chingleput district was then taken under the management of the Local Fund Board, Chingleput, for a short time, but the whole road was again transferred in 1874 to the Imperial head "Salt" and maintained from salt funds. In 1878, when the salt works were handed over to the Salt Commissioner, the latter, on

the ground that the road, besides being important for salt traffic, was also generally useful as enabling people from Pondicherry and Merkanam to reach Madurantakam, Cheyur and the Chingleput district generally, suggested that it should be maintained from Local Funds; but the Board, disagreeing, decided that it should be maintained from salt funds. When Chunampet was made an Excise factory, the Commissioner directed that the repairs should be at the cost of the licensees; but the licensees objected, and apparently nothing was done to the road up till the passing of Act IV of 1889, when the upkeep of roads outside the limits of Excise factories could not be saddled on the licensees. In 1891 the Inspector, Merkanam Circle, raised the question of repairs, and in 1892, on a report from the Deputy Commissioner, Central Division, that the condition of the road was seriously affecting sales in Chunampet, the Board requested the Superintending Engineer, V Circle, to depute an officer of the P.W.D. to examine the locality and to frame the necessary estimates.

3. An estimate for Rs.13,580 was received in February 1894, but, before submitting it to Government for sanction, the Board asked the District Boards of Chingleput and South Arcot whether they were prepared to contribute towards the proposed restoration of the road. Both the Boards recognized its utility; and the District Board, South Arcot, expressed its willingness to contribute Rs.1660; while the Chingleput District Board, though unable to provide funds for construction, undertook to maintain the road if it was once put in order. The Board thereupon proposed that Government should pay Rs. 10,920 and the South Arcot District Board Rs.1660, on the understanding that the two District Boards should be responsible for the future upkeep of the road, but should be allowed to put a toll gate at some convenient place. On this, Government remarked that it was not prepared to grant as much as Rs.10920 but would give a moderate contribution towards reconstruction; so the Superintending Engineer was requested to reduce the amount~~s~~ of the estimate. As however, that officer did not see his way to reducing the estimate by more than Rs.520, Government again declined to sanction the estimate and ordered the abandonment of the project. The President, District Board, Chingleput, then asked the Board to move Government to reconsider its orders and stated that the Zemindar of Chunampet and the Chingleput

G.O. 3099 / 3.8.95
flag XXI
G.O. 4949 / 7.12.95
flag XXII

9

Taluk Board were prepared to contribute Rs.3000. The application was submitted to Government with support, but it was not until arrangements were made for the contribution of half the amount of the estimate by the two District Boards and the Zemindar of Chunampet that Government was pleased to sanction the estimate and to contribute the other moiety of Rs.6030.

G.O. 3842 / 26.9.96
flag (A)

4. It appears from the Executive Engineer's letter that the expenditure up to date has been Rs.7162; but, owing partly to the damage caused by last monsoon, and partly to some unforeseen claims on the part of the Zemindar of Chunampet, it has been found that the work cannot be completed within the original estimate; and the P.W.D. have accordingly suggested its abandonment. The question seems to have been raised by a long report from the Sub Engineer on the spot. This officer, however, has made no x mention of the fact that the work could not be completed within the estimate, but has entered into a long discussion of the loss that was likely to accrue to Government and the District Boards of South Arcot and Chingleput and the profit which would be derived solely by the Zemindar of Chunampet from the reconstruction of the road. His arguments on the subject of competition between salt from Chunampet and salt from the other factories in the neighbourhood, besides being beyond the province of a Sub Engineer, are based on entire ignorance of the facts. It is quite impossible that this road should give Chunampet any unfair advantage over Merkanam, or any other factory, except by the absence of a toll gate; it has all along been understood to be a condition of the reconstruction that a toll should be imposed on all traffic passing along the road; and the Chingleput District Board went so far, early in the present year, as to select a site for the toll gate.

x This is not correct. In his 2nd report of 22-12-96, he distinctly says that [illegible] refuse [illegible] given to close the [illegible] Vide flag – N

5. The Zemindar of Chunampet will, of course, benefit largely by the reconstruction of the road, as will also his tenants. The Board does not, however, consider that this is any argument against the project. He is presumably a large contributor to the funds of the Local Board, and has a right to expect that that Board will provide him with means of communication. He has, it appears, been making some ill-advised claims for seigniorage; and, from the tone of the Sub Engineer's report, it seems likely that he has in some way incurred the personal ill will of that

4

officer.

6. The natural market for the salt of Chunampet, as for that of Merkanam, is the country to the South and West of these places; and the object of the Board, in originally recommending the construction of this road, was to provide an outlet for the Chunampet salt in that direction. The District Boards of Chingleput and South Arcot have also recognized its importance as a general means of communication; and the execution of the work was finally decided on by Government under agreement with these two District Boards. It is therefore respectfully submitted that Government cannot now withdraw from the obligation to hand them over the road in a thorough state of repair.

7. The Board fears that the real reason for the desire on the part of the D.P.W. to abandon the undertaking is because the work cannot be completed within the estimate. The reasons given for this are that the alignment is bad and that the road is commanded by a series of Zemindari tanks, which are liable to breach about once in ten years. It is presumed, however, that the question of alignment was considered when the estimate was originally drawn up, and that the existence of these tanks was not unknown to the D.P.W. officers at the time. With reference to the last para of the Executive Engineer's letter, it may be pointed out that when, in 1895, an attempt was made to get the estimate reduced, the Superintending Engineer reported that he could not recommend the omission of the item for "gravelling", because, if this were left out, the road would be so badly cut up in the rains as to be almost impassable. In the Board's opinion, Government cannot now retreat from its obligations to the Local Boards and should make an end of the delay and of the incompetence in execution that have occurred.

B.P. under G.O. 4949/7.12.95

(True extract)

R A Graham
5/8/99
Acting Secretary.

To the Secretary to Government, Revenue Department,
with two enclosures in original returned.

No. 1752 C.

Government of Madras,
Public Works DEPARTMENT.

MEMORANDUM

Dated Madras, 23rd March 1899.

From the Superintending Engineer, V Circle, No. 78 W, dated 2nd February 1899.

Copy attached.

Referred to the Revenue and the Local and Municipal Departments for favour of obtaining the views of the Board of Revenue, Separate Revenue, and of the District Boards of Chingleput and South Arcot on the suggestions made by the Executive Engineer, Chingleput Division.

A. C. Russell.
Under Secretary to Govt.

To
The Revenue Department &
Local and Municipal Department

P. W. 41.
1,000—17-2-99.

22-3-99

839
5093

Rot 3/8575/55

Ind R 6748

Letter from Mr. J. Mahony, Sub Divisional Officer, Chingleput, to the Executive Engineer, Chingleput dated 22·4·98, No. 54—

I beg to bring to notice certain matters connected with the restoring of the Alathur Branch Road. Estimate ~~[illegible]~~ Rs 12,060 for such action as may be deemed necessary.

Of the total Sum sanctioned for the Road.

Government Contributed half.	Rs 6030.
Chingleput District Board.	" 2687
South Arcot — do —	" 2000
Zemindar of Chunampett	" 1343
	Total Rs 12.060.

It was understood all along that these four Contributors would benefit and that Government in the Salt Department would wholly, if not, most of all, by the restoring of the Alathur Branch Road – Such however is not the case – far from it – for Government suffer considerable loss, and the Local Fund Boards in a lesser degree, while the Zemindar of Chunampett solely benefits, actually doubling his income from the Chun-

cunpett

-ampett Salt factory of which he is the owner.

To explain this it must be remembered that the Zamindar lives on the spot, has a thorough local knowledge of the place, exporting salt for years, is conversant with all routes and is a member of the Chingleput District Board.

To the North of Chunampett Salt factory is the Cheyur Salt Factory in the same taluk having a single line of road to it and that road has a tollgate so that all salt laden carts have to pass it as well as grain carts from the large village of Cheyur and neighbourhood. This factory is 18 miles from Madurantakam the nearest railway station. This factory in spite of unfair competition does not seem to be affected and its manufacture has remained stationary.

To the south of Chunampett Salt factory is the Mercanam Salt factory and like the Cheyur factory, has also only a single line of road to it with a tollgate also. This factory is the headquarters with dwellings for an Inspector, 2 assistants, and a host of peons with necessary offices &c. It is

23 miles.

23 miles from Tindivanam the [illegible] railway station.

The Chunampett Salt factory between these two has several advantages. It had two lines of road to it. One from Madurantakam railway station 19 miles ~~from~~ distance and the other from Acharavakam railway station 16 miles distance in dry weather and 19 miles by road at other seasons. There is no tollgate at all on any of these ~~roads~~ routes and not only does the Zamindar's salt pass free without paying ~~the~~ tolls at any toll gate but also the whole of the grain exported from this Zamindary passes through Chunampett, the residence of the Zamindar.

The restoring of the Alathur Branch road makes a third string to his bow and while considerably enhancing the Zamindar's income in causing loss to Government and the Local Fund Boards. ~~This~~ This Branch road is to enable salt being conveyed to the Tindivanam railway station from Chunampett factory - distance 22 miles and no tolls to pay while the

Merkanam factory a mile further conveys salt to the same station and has tolls to pay.

Salt could not conveniently be carted along this branch road owing to the formidable Chunampett Madugu (drainage) having to be crossed, but now since the madugu has been spanned by a substantial causeway at a cost of over Rs 5,000 considerable salt traffic from the Chunampett factory and grain traffic from the Zamindary destined for Tindivanam railway station and beyond has taken to the road to the no small inconvenience of continuing work to completion on the road.

The result of this state of things is that the Zamindar has considerably increased the manufacture of salt at his Chunampett factory, the manufacture of salt at Mercanam is decreasing, and the Salt Establishment there is being already reduced while that at Chunampet is being increased, and if matters be allowed to continue, I have no doubt that before long the Mercanam factory will be closed altogether, to the great loss to Government in abandoning the offices, dwellings, lines platforms &c, transferring the Establishment there to Chunampett factory and ~~and~~ there building new offices, dwellings, lines, platforms &c. This loss, I should say, is not represented by thousands but by lacs of rupees and Government has actually contributed money to accomplish this.

As regards the South Arcot District Board I cannot make out what possessed them to contribute to the road at all for this branch road now causes loss to them by the decrease of traffic through their toll-gate at Mercanam for the salt that should pass that gate is now going along the Alathur Branch and meeting the Tindivanam–Mercanam road at its 16th mile and thus using 16 out of the 23 miles of their road without toll.

The only remedy for this that I can suggest is to abandon the toll gate at Mercanam and place one at Alathur at the offtake of the branch road so as to intercept all carts whether coming from Mercanam or along the branch road from the Chunampett Zamindary.

There should be no time lost in doing this and action should be taken at once at once if no great loss is to be sustained.

As regards the Chingleput District Board, I cannot understand their contribution at all for it is not for traffic in the District except for about 3 miles of road and that entirely in Zamindary land and for the sole benefit of the Zamindar and it is inconceivable how the Zamindar's salt and grain traffic having so many routes should be left scot free of tolls by the District Board of Chingleput who nevertheless placed a toll on the road to the rival factory at Cheyur and the District Board of South Arcot did the same to the rival factory at Marcanam — thus the District Board of Chingleput suffers loss — and all this seems solely due to the Zamindar being a member of the Board. It is not too late to remedy this glaring omission by the District Board of Chingleput and the best way to do it is to establish a tollgate on the Chunampett-Madurantakam road at the bend just north west of the village of Chunampett. This will intercept all salt and grain &c traffic. And this I need not say

say should be done at once or otherwise the Zamindar will have undue advantage over traffic on the adjacent roads of Marcanam and Cheyur.

It will thus be seen how ~~largely~~ largely if not solely the Zamindar benefits, and his income increased, and though he made a show of contributing Rs 1,343, yet he is now recouping as much of it as he can by claiming compensation for earth taken ~~from~~ for the road as well as seigniorage for materials taken from his quarries which but for the road would not be used at all by anybody the Zamindar furthering the cause of the road has created this demand and I should say is not entitled to it fully 3/4 of the estimate is being expended within his Zamindary limits.

In conclusion therefore I beg to state that in my humble opinion that it is a waste of money to spend any more on the Alathur Branch and that the work should be stopped, the accounts closed and the road abandoned and that there be no delay in establishing the two tollgates mentioned above. The Zamindar, if he chooses, may complete the road and if possible all compensation to the Zamindar stopped, and that which he has already received, recovered.

Chingleput Sub-Divisional Officer's notes dated 22.12.98, on Alathur Branch road ~~Establishment~~ Estimate Rs 12,060/-

---

Estimate was called - (Revenue Board's Proceedings 1106 mis / 12.3.95) and being found too high (Revenue Board's Proceedings no 3557 mis / 22.3.95) and eventually an estimate for Rs 12,060 was submitted and the Government of India declining to sanction it from Imperial Funds. Although it was referred a second time for reconsideration, the Government of Madras in G.O. No 3570 W / 20.12.97 sanctioned the estimate from Provincial Funds and the total sum of the estimate was to be made from Contribution thus:—

	3393 W / 27-11-96	G.O. 3572 / 20-12-97
Government	Rs 6,030.	Rs — " —
District Board Chingleput	2,687	" 3,345
— do — South Arcot	2,000.	" 2,687
Zamindar of Chinnampett	1,343	" 1,672
Total	Rs 12,060	Rs 7,704

This

This work was started on 18-1-97 and the expenditure ~~upto~~ upto date is as follows:—

In 1896-97 —	Rs 1,448
" 1897-98 —	Rs 5,728
" 1898-99 —	Rs 586
Total	Rs 7,162

This is exclusive of Seigniorage and Compensation to the Chinnampett Zamindar who has not yet put in his claims though called on to do so. The Seigniorage and compensation is estimated at about Rs 1,775.

Owing to this item of Seigniorage not having been included in the Sanctioned estimate a revised estimate amounting to Rs 15,690 was submitted and awaits sanction.

The work now to be done as per Revised estimate is —

Gravelling and metalling	Rs 1,900
Earthwork —	" 500
Sectioning &c —	" 120
Side channels —	" 123.
Constructing Road dam No 1	" 166.
Ongur River Crossing —	" 150
Total	Rs 2,959.

Arrangements

at.

m. Arrangements to do which are just completed and to restart work the Executive Engineer's inspection is wanted.

During the heavy rains of the North East monsoons of 1898, the road was washed away at 7 places and overtopped at 2 other places owing to the ~~breaching~~ breaching of tanks (all Zamindary ones) above the road and to the great spill by overflowing of the Ongur river. The breaches are serious. At the Chinnampett madugu alongside the new 210 feet road dam and to the south of it is a breach 220 feet wide and an extension to the existing dam to this extent is wanted. The next breach is between culverts 12 + 13, where a dam 100 feet long is wanted. The 3rd breach is 134 feet long to the north of existing road dam (that was extended this year) at 18 miles 6 furlongs. The 4th breach is to the south of the same dam. So, this dam requires to be extended 100 feet each way. The 5th breach is between 4 & 5 furlongs of the 19th mile where a dam 100 feet long is wanted. The 6th & 7th breaches are

between the two branches of the Ongur river need not be noticed for the road here can be laid along the ground and no masonry dams wanted since the river branches themselves are not to be bridged. Between Culverts nos 4 + 5 a dam 50 ft long will be required as the flood washed over the road at this place. To build all these road dams would cost about 5 or 6 thousands Rupees.

Government in G.O. No $\frac{3099\ ms}{3-8-95}$ stated. "the result of the reconstruction of the road would be one in which the Government would have but little ~~to~~ interest, that is, that its restoration would enable Chinnampett salt to compete on better terms than at present with the salt of the Mercanam factories" and in S.D.O's letter No $\frac{54}{22\cdot4\cdot98}$ this was more fully stated. There are, apart from this, other reasons why the road should not be taken up. One of these is that the alignment is very bad for between 18 miles + 5 furlongs and 19 miles 6 furlongs the road

the

at-

the road will not be used in the dry weather as the carts all take a short cut and by so doing save about 3 furlongs, and in the wet weather the branches of the Ongur river not being bridged will always be difficult to cross and in freshes impassable and the provision for passing floods wholly insufficient as seen ~~from~~ clearly by this year's flood experience and this want of full provision for passing ~~lead~~ floods lead to the abandonment of the road before in 1884

No 1041.

Forwarded to the Executive Engineer Chingleput Division for orders. In his no: 3587 d/ 12th December 1898, orders were given to make up the breaches but on his inspection of the road on the 14th instant verbal orders were given to leave the breaches in the road as they are and slope down the road to them

(True copies)
(Sd) J. E. Paul,
Executive Engineer
Chingleput Division.
(Sd) C.C. Rawson. A.R.E
2.2.99.
Supdg Engineer V circle.

From

From the Executive Engineer, Chingleput Division, to the Superintending Engineer, V circle, dated Madras 21st January 1899. No 3999.S.E

I have the honour to forward a report on the "Alathur Branch road" ~~while~~ which I inspected on December 14th and found that it had been seriously damaged by the late monsoon.

2. This damage is so great that I consider that it must now be decided whether the restoration of this road should be abandoned or whether Government are willing to incur further expenditure.

3. In these circumstances, it is not advisable to continue the work until this question is settled and I therefore now surrender the balance of the grant for this work for this ~~year~~ Official year (Rs 3900); what I reserve is sufficient to cover all liabilities except for a new claim which the Zamindar of Chunampett has given me notice that he ~~proposes~~ purposes to make for seigniorage for road materials taken from his estate.

ite:
With reference to this claim, I am now in correspondence with the Collector of Chingleput and I anticipate that the claims will not hold good.

4. The present circumstances of this road are fully and, I think, correctly given by Sub-Engineer Mr. J. Mahony in his reports dated 22nd December 1898. and in his No 54 dated 22nd April 1898, Copies of which I forward as enclosures to this letter.

5. It appears to me that the Zamindar of Chunampett and his tenants are the only persons who will benefit by the restoration of this road. If Government is likely to benefit, it is for the Officers of the Salt Department to prove the fact and this I do not find that they have done. If Government will not benefit, I think the work should be abandoned and the road ~~to~~ be given over to the Chingleput and South Arcot District Boards, in its present state

6

6. The road is commanded by a num-ber of Zamindary tanks which breache in 1884 and again in this Monsoon, 189 these accidents probably recur every ~~year~~ Decade – I therefore consider th it is of no use to fill up the breaches that have lately occurred but that they should remain as passages for th flood water.

7. The papers in my Office regar ding the origin of this work are not complete but it appears that the Board of Revenue continually requesti Government to restore this road and at length with much reluctance accede. The Board in their Proceedings ~~[illegible]~~ No 4285 dated 15th November 1892, asked the Superintending Engineer, to prepare an estimate which he did without the Government having passed orders on the subject. In G.O. $\frac{3099\ \text{Mis}}{3-8-95}$ I find, that "the Government would not object to a mod erate contribution towards the reconstru tion of the road, but it is not disposed to go further; the principal result of the

reconstru

-struction of the road would be one in which Govt has but little interest, that the reconstruction would enable Chunampett salt to compete on better terms with the salt of the Marakanam factories" In G.O. $\frac{4849 \text{ mis}}{7\text{-}12\text{-}95}$ I find that Government orders that the Project should be abandoned. In G.O. $\frac{287 \text{ mis}}{21\text{-}1\text{-}96}$ Government is not prepared to sanction the contribution now applied for, which, it is observed, is still more than half the cost of the work. The Board again asked the Government to reconsider the decision and in G.O. $\frac{3842 \text{ mis}}{26\text{-}5\text{-}96}$ Government at last acceded to the request of the Board and sanctioned a contribution of Rs 6,030 and the estimate was sanctioned in G.O. No. $\frac{3393 \text{ W}}{27\text{-}11\text{-}96}$ ~~3393 W~~.

8. A revised estimate was forwarded with this office No $\frac{24348\cdot\text{E}}{20\text{-}5\text{-}98}$

9. The work that has been done is good and if the Local Fund Board concerned merely slope down the edges of the breaches they would have a good fair weather road which might be improved at a small cost &c by constructing cheap Irish bridges and possibly by gravelling a mile or two of the road; the remaining portion is of good soil and does not require gravelling.

No 78 W.

Copy to the Chief Engineer, P.W.D, with a request that he will obtain the orders of the Government as to whether a revised estimate is to be submitted for completing the road. I should strongly recommend that no more Government money be expended on the work.

(Sd) C. C. Rawson C.I.E
2. 2. 99.
Supdg Engineer, V circle.

2752.

879

No. 2731

8595/99

5093

6745

No 3 of 1899-1900

L.D. No 83

P.W.
~~Local & Munl.~~ (1899) Department.

CURRENT No. ~~1723 L~~ 5885

Desp

Cur Nos 1723 L and 1889 L

N.
~~Order~~ No. 757 of 18-7-99

Transferred to the Public Works Department.

A Edgington
Ag Assistant Secretary

2/6
13/7/99

From The President,
District Board,
Chingleput.

Dis No. 386/L of 1899

Dated 13th June 1899.

Received 06 JUN. 1899

Registered 17th 19.7.99.

Enclosures one. Plans 3, others 3, total 3

Spare copies. nil

Await reply from the Rev. Deptt.

Sent to Dir 1/7

reminder sent but has not been entitled

HC 26/10/99

SUBJECT.

Stating that the District Board is of opinion that the Alathur Branch road should not be abandoned but should be completed and maintained and that it is prepared to recommend the establishment of a toll gate at Villivakkam for its maintenance

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

No. 3 of 1899-1900

Minutes of Proceedings passed by the Chinglepet District Board at its meeting held on Saturday, the 10th June 1899.

Present:—

Officials

1. M. R. Ry. P. S. Ganapati aiyar avergal, B.A, Vice President, presiding.
2. A. C. Dutt Esquire, Sub-Collector, Chinglepet.
3. A. W. C. Stanbrough Esquire, Dt. Forest officer.
4. M. R. Ry. P. Krishna Rao avergal, Deputy Collector, Saidapet Division.
5. Mir Sultan Mohidin Sahib Bahadur, Deputy Collector, Tiruvallur Division
6. Dewan Bahadur V. Raghavacharlu avergal, 1st assistant, Local and municipal Dept.
7. M. R. Ry. Sanjeevi Nayudu Garu, Tahsildar of Chinglepet.
8. M. R. Ry. Damodara mudaliyar avergal, Tahsildar of Conjeeveram.
9. M. R. Ry. T. N. Krishnamachariyar avergal, Government pleader, Chinglepet.

Non officials

10. M. R. Ry. M. Desikachariyar avergal.
11. " P. Elayalwar Nayudu Garu
12. " P. Theogaroya chettiar avergal.
13. " C. Muthukumarasami mudaliyar avl.
14 " W. S. Venkataramanjulu Nayudu Garu.
15 " T. V. Appa Rao Nayudu Garu.
16 " P. Parthasarathy Nayudu Garu.
17. J. M. Narcis Esquire.
18. Abdur Razak Sahib Bahadur.
19. Muhammad Muhammad Khan Bahadur.

Resolution No 7.

(a) Read Government order No 802 L mis, dated the 15th April 1899, referring, for the remarks of the District Board, letter of the Executive Engineer, Chingleput Division, No 3999 S.E, dated the 21st January last, suggesting that the work of restoring the Alathur cross road may be abandoned and that the road may be handed over to the District Boards concerned.

The Board is of opinion that the road should not be abandoned.

(b) Read arzi from the Tahsildar of Madurantakam, Dis No 407, dated the 6th February 1899, submitting detailed proposals for the establishment of toll gates on the Madurantakam Chunampet road.

Read also letter from the Deputy Commissioner of Salt and Abkari Revenue, Central Division, No 1682 dated the 24th April 1899, stating that there is no objection to

to the toll gate being located at Villivakkam on the salt road near the 22nd mile stone.

The Board approves of the proposal to establish a toll gate at Villivakkam and a subsidiary one at Chunampet after the completion of the Alathur Branch road.

(Sd) P. S. Ganapati aiyar
Vice President, Presiding

(True-extract)

Vice President
District Board.

JD.
15/6/99.

PWS1
1838/99

Dis No. 386/L of 1899.
13th June 9
D. W. G. Cowie Esquire, I.C.S.

With reference to Government order No 802 L. mis, dated the 11th April last, I have the honour to submit a copy of the resolution of the District Board No 7 dated 10th Instant on the subject. It will be seen that the Board is of opinion that the Alathur Branch road should not be abandoned but should be completed and maintained and that to provide for its maintenance the Board is prepared to recommend the establishment of a toll gate at Villivakkam with a subsidiary one at Choonampet. The main gate will be located on the road now in charge of the salt department which I have ascertained has no objection to its location. Proposals for the

1723/L/99

Dis No. 386/L of 1899.

CHINGLEPUT DISTRICT BOARD'S OFFICE,
SAIDAPET, 13th June 1899.

From
D. W. G. Cowie Esquire, I.C.S.,
President of the District Board,
Chingleput.

LOCAL & MUNICIPAL DEPT.
CURRENT No. 1723 L

To
The Secretary to Government,
Local and Municipal Department,
Madras.

SIR,

With reference to Government Order No. 802 L. mis, dated the 11th April last, I have the honour to submit a copy of the resolution of the District Board No. 7 dated 10th Instant on the subject. It will be seen that the Board is of opinion that the Alathur Branch road should not be abandoned but should be completed and maintained and that to provide for its maintenance the Board is prepared to recommend the establishment of a toll gate at Villivakkam with a subsidiary one at Choonampet. The main gate will be located on the road now in charge of the salt department which I have ascertained has no objection to its location. Proposals for the establishment of the toll gate will be submitted after the completion of the road.

2. With reference to the Zamindar's claim to the seigniorage on road materials, he has authorized the Vice President to say that if the claim is likely to deter Government from completing the road he will waive it.

I have the honour to be,

Sir,

Your most obedient servant,

Thanapathiayar

Vice President,

for President, Dt Board.

V.P.
15-6-99.

C.S./

Local & Munl. (1899) Department.

CURRENT No. ~~1884~~ 5885

Order

From

The President,
District Board,
South Arcot.

Govt. Ref. on Regr. No. 53/203 of 1899

Dated 30th June 1899.

Received 4-7-99

Registered 4-7-99.

Enclosures one.

Spare copies

SUBJECT.

Submitting Copy of the Dt Board's resolution agreeing to take over the Slatbur Bran road in its present condition.

[illegible]

11/7/99

BACK PAPERS

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Extract from the Proceedings of the District Board,
South Arcot, passed at a meeting
held on the 31st June 1899.

Present

L. M. Wynch Esquire, President,

Officials

1. M.R.Ry. T. Gopalasami Aiyar Avl.
Vice President & Try. Dy Collector, S.A.

2 V. Venugopal Chetti Esqr, Sub-Collr. Tindivanam

3 Mahomed Azizuddin Saheb. Bahadur
Hd. Quarters Dy. Collector, Cuddalore.

4. M.R.Ry. S.T. Shunmugam Pillai Avl.
Tahsildar of Tindivanam.

5. " C. V. Ramachandra Row Avl.,
Tahsildar of Villupuram.

6. " C. Krishnasami Aiyar Avl.
Tahsildar of Tiruvannamalai.

7. " T.S. Kalyanarama Aiyar Avl.
Sub. Asstt. Inspr. of Schools, Cuddalore R.

Non-Officials

8. J.P. Paul Esquire.
9. Ali Hussain Saheb.
10. M.R.Ry. M. Ramakrishna Pillai Avl.
11. " S. Iyasami Aiyar "
12. " C. Varadaraja Aiyar "
13. " V. Sankaraiah Naidu Garu
14. " T. Seshachalam Naidu "
15. " V. Srinivasa Row Avergal
16. " Muthu Venkatarama Reddiar "
17. " Sankara Aiyar "
18. " Ramasami Aiyar "
19. " C. Venkatachalam Pillai "
20. " P.T. Parthasaradi Aiyangar "

PWE2
5-8 65/99

P.T.O.

Resln 8. Read the Sub-Collector's endorsement, No. 650, dated 18th instt. stating that the District Board may take over the Alathur Branch road. (His opinion was called for in Resolution No. 7. dated 29th April last.)

The District Board is of opinion that it is not necessary to incur any further expenditure on the formation of this road.

The Board is prepared ~~to take~~ to take over the road as it is.

Sd/ L. M. Wynch
President D. Bd.

(True extract)

Gopalasami
Vice President
for President D. Bd.

T.M.R.

Cmpd & lowered
1st July 1899

SOUTH ARCOT DISTRICT BOARD PRESIDENT'S OFFICE,
CUDDALORE.

Ref. Cur. Regr. No. 53/D. B. of 1899. 30th June 1899.

FROM,
L. M. Wynch ESQUIRE,
President, District Board,
SOUTH ARCOT.

TO,
THE SECRETARY TO GOVERNMENT,
Local and Municipal Department,
MADRAS.

ENCLOSURE. 1

LOCAL & MUNICIPAL DEPT.
CURRENT No.

B.P. 1102 W
24-4-99

Sir,

With reference to Government Order No. 802 L. Mis., dated 15th April last, I have the honour to submit herewith a copy of the District Boards' Resolution No. 8, dated 30th June 1899, wherein it has agreed to take over the Alathur Branch road as it is.

I have the honour to be
Sir,
Your most obedt. Servant
Gopalasami
Vice President
for President D. Bd.

T.M.R.

Public Works (1899) Department.

CURRENT No. 1089

No: 1752 C d 23-3-99

c/

From The Supg Engineer
V Circle

~~Order~~

No. 78 W

Referred to the Revenue and the Local and Municipal Departments for favour of obtaining the views of the Board of Revenue, Separate Revenue, and of the District Boards of Chingleput and South Arcot on the suggestions made by the Executive Engineer, Chingleput Division.

A K
16.2.99.

Dated 2nd/4th February 1899
Received
Registered } 6.2.99
Enclosures 1
Spare copies

SUBJECT.

Alathoor Branch Road—

Requesting to obtain the orders of Govt. as to whether a revised estimate is to be submitted for completing the—

Cmt
16/3/99
W

T.K.

B.D.

24/7/99

Mag

To
The Revenue Deptt.
" L & M. Deptt.

I Reminder issued to Revenue Dept on 24/7/99

BACK PAPERS.

No.	Date.
264W	27.1.99 (SC)
1976W	5.8.98 + file
3570W	20.12.97 (SC)
573W	15.2.96 + file

FURTHER PAPERS.

No.	Date.

Letter from Mr. J. Mahony, Sub Dl. Officer, Chingleput, to the Executive Engineer, Chingleput, dated 22-4-98, No: 54 –

I beg to bring to notice certain matters connected with the restoring of the Alathur Branch Road - Est. Rs. 12,060. for such action as may be deemed necessary.

Of the total sum sanctioned for the road.

Govt. contributed half - - -	Rs. 6030
Chingleput District Board - - -	" 2687
South Arcot —— do ——	" 2000
Zemindar of Chunampet ——	" 1343
	Total Rs. 12,060

It was understood all along that these four contributors would benefit and that Govt. in the Salt Deptt. would wholly, if not, most of all, by the restoring of the Alathur Branch road - such however is not the case - far from it - for Govt. suffer considerable loss, and the L. F. Boards in a lesser degree, while the Zemindar of Chunampet solely benefits - actually doubling his income from the Chunampet Salt Factory of which he is the owner.

To explain this it must be remembered that the Zemindar lives on the spot, has a thorough local knowledge of the place, exporting salt for years, is conversant with all routes and is a member of the Chingleput District Board ([redacted]

To the north of Chunampet Salt

Factory is the Cheyur Salt Factory in the same taluq having a single line of road to it and that road has a tollgate so that all salt laden carts have to pass it as well as grain carts from the large village of Cheyur and neighbourhood - This factory is 18 miles from Madurantakam the nearest railway station - This factory in spite of unfair competition does not seem to be affected and its manufacture has remained stationary -

To the south of Chunampet Salt Factory is the Mercanum Salt factory and like the Cheyur factory has also only a single line of road to it with a tollgate also. This factory is the headquarters with dwellings for an Inspector, 2 assistants, and a host of peons with necessary Offices &c. It is 23 miles from Tindivanam the nearest railway station -

The Chunampet Salt factory between these two has several advantages. It had two lines of road to it - One from Madurantakam railway Station 19 miles distance and the other from Acharavakam railway station 16 miles distance in dry weather and 19 miles by road at other seasons - There is no tollgate at all on any of these routes and not only does the Zemindar's Salt pass free without paying tolls at any toolgate ? but also the whole of the grain exported from his Zemindary passes through Chunampet, the residence of the Zemindar.

The restoring of the Alathur Branch road makes a third string to his bow and while considerably enhancing the

Zemindar's

Zemindar's income in causing loss to Govt. and the L. F. Boards - This branch road is to enable salt being conveyed to the Tindivanam railway station from Chunampet Factory - distance 22 miles and no tolls to pay while the Merkanam factory a mile further conveys Salt to the same Station and has tolls to pay -

Salt could not conveniently be carted along this branch road owing to the formidable Chunampet Madugu (drainage) having to be crossed, but now since the Madugu has been spanned by a substantial causeway at a cost of over Rs 5000 considerable Salt traffic from the Chunampet factory and grain traffic from the Zemindary destined for Tindivanam railway Station and beyond has taken to the road to the no small inconvenience of continuing work to completion on the road -

The result of this state of things is that the Zemindar has considerably increased the manufacture of Salt at his Chunampet factory, the manufacture of Salt at Mercanum is decreasing and the Salt Estt. there is being already reduced while that at Chunampet is being increased, and if matters be allowed to continue I have no doubt that before long the Mercanum factory will be closed altogether, to the great loss to Govt. in abandoning the Offices, dwellings, lines, platforms &c., transferring the Estt. there to Chunampet factory and there building new offices, dwellings, lines, platforms &c. - This loss, I should say, is not represented by thousands but by lacs of rupees and Govt. has actually contributed money to accomplish this -

As regards the S. Arcot Dt. Board, I cannot make out what possessed them to contribute to the road at all for this branch road now causes loss to them by the decrease of traffic through their tollgate at Mercanum for the Salt that should pass that gate is now going along the Alathur Branch and meeting the Tindivanam - Mercanum road at its 16th Mile and thus using 16 out of the 23 miles of their road without toll.

The only remedy for this that I can suggest is to abandon to Tollgate at Mercanum and place one at Alathur at the offtake of the branch road so as to intercept all carts whether coming from Mercanum or along the branch road from the Chunampet Zemindary.

There should be no time lost in doing this and action should be taken at once if no great loss is to be sustained.

As regards the Chingleput Dt. Board, I cannot understand their contribution at all for it is not for traffic in the District except for about 3 miles of road and that entirely in Zemindary land and for the sole benefit of the Zemindar and it is inconceivable how the Zemindar's salt and grain traffic having so many routes should be left scotfree of tolls by the Dt. Board of Chingleput who nevertheless

placed

placed a tollgate on the road to the rival factory at Cheyur and the Dt. Board of South Arcot did the same to the rival factory at Mercanum - thus the Dt. Board of Chingleput suffers loss - and all this seems solely due to the Zemindar being a member of the Board. It is not too late to remedy this glaring omission by the Dt. Board of Chingleput and the best way to do it is to establish a tollgate on the Chunampet - Madurantakam road at the bend just north west of the village of Chunampet - This will intercept all Salt and grain &c. traffic - And this I need not say should be done at once or otherwise the Zemindar will have undue advantage over traffic on the adjacent roads of Mercanum & Cheyur.

It will thus be seen how largely if not solely the Zemindar benefits, and his income increased, and though he made a show of contributing Rs 1343, yet he is now recouping as much of it as he can by claiming compensation for earth taken for the road as well as seigniorage for materials taken from his quarries which but for the road would not be used at all by anybody. The Zemindar furthering the cause of the road has created this demand and I should say is not entitled to it fully 3/4 of the estimate is being expended within his Zemindary limits.

In conclusion therefore I beg to state that in my humble opinion that it is a waste of money to spend any more on the Alathur Branch and that the work should be stopped, the accounts closed and the road abandoned and that there be no delay in establishing the two tollgates mentioned above - The Zemindar, if he chooses, may complete the road and if possible all compensation to the Zemindar stopped, and that which he has already received, recovered -

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Chingleput Sub-D. Officer's notes dated 22-12-98, on Alathur Branch Road - Est. ₨ 12060/-

Estimate was called - (Revenue Board's Proceedings $\frac{1106\ \text{Mis}}{12\text{-}3\text{-}95}$) and being found too high (Revenue Board's Proceedings No: $\frac{3557\ \text{Mis}}{22\text{-}3\text{-}95}$) and eventually an estimate for ₨ 12060 was submitted and the Govt. of India declining to sanction it from Imperial Funds - Although it was referred a second time for re-consideration, the Govt. of Madras in G.O. No: $\frac{3570\ \text{W}}{20\text{-}12\text{-}97}$ sanctioned the estimate from Provincial Funds and the total sum of the estimate was to be made from Contribution thus:—

Original is put up with 264 W of 99 & sent to Press on the 3/2/99.

	$\frac{3393\ \text{W}}{27\text{-}11\text{-}96}$ G.O.	$\frac{3572}{20\text{-}12\text{-}97}$
Government	₨ 6030	₨ - . -
Dt. Board Chingleput	" 2687	" 3345
— do — South Arcot	" 2000	" 2687
Zemindar of Chunampet	. 1343	" 1672
Total	₨ 12060	- ₨ 7704

This work was started on 18-1-97 and the expenditure upto date is as follows:—

In 1896-97	₨ 1448
" 1897-98	" 5728
" 1898-99	" 586
Total	₨ 7162

This is exclusive of seigniorage and compensation to the Chunampet Zemindar who has not yet put in his claims though called on to do so - The seigniorage and compensation is estimated at about ₨ 1779 -

Owing to this item of seigniorage not having been included in the sanctioned estimate a revised estimate amounting to ₨ 15690 was submitted and awaits sanction -

The work now to be done as per revised estimate is —

Gravelling and metalling	₨ 1900
Earthwork	" 500
Sectioning &c.	" 120
Side channels	" 123
Consts: Road dam No: 1	" 166
Ongur River crossing	" 150
Total	₨ 2959

Arrangements to do which are just completed and to re-start work the Executive Engineer's inspection is wanted -

During the heavy rains of the N.E. Monsoons of 1898, the road was washed away at 7 places and overtopped at 2 other places owing to the breaching of tanks (all Zemindary ones) above the road and to the great spill by overflowing of the Ongur river - The breaches are serious - At the

Chunampet Madugu alongside the new 210 ft. road dam and to the south of it is a breach 220 ft. wide and an extension to the existing dam to this extent is wanted. The next breach is between Culverts 12 & 13, where a dam 100 feet long is wanted. The 3rd. breach is 134 ft. long to the north of existing road dam (that was extended this year) at 18 Miles 6 furlongs. The 4th breach is to the south of the same dam. So, this dam requires to be extended 100 ft. each way. The 5th breach is between 4 & 5 furlongs of the 19th Mile where a dam 100 ft long is wanted. The 6th & 7th breaches are between the two branches of the Ongur river need not be noticed for the road here can be laid along the ground and no masonry dams wanted since the river branches themselves are not to be bridged. Between culverts Nos: 4 & 5 a dam 50 ft. long will be required as the flood washed over the road at this place. To build all these road dams would cost about 5 or 6 thousand Rupees.

rcd.

Govt. in G. O. No: 3099 Mis / 3-8-95 stated "the result of the reconstruction of the road would be one in which Govt. would have but little interest that is that its restoration would enable Chunampet Salt to compete on better terms than at present with the salt of the Mercannum factories", and in S. D. O's letter No: 54 / 22-4-98 this was more fully stated. There are, apart from this other reasons why the road should not be taken up. One of these is that the alignment is very bad for between 18 miles & 5 furlongs and 19 Miles 6 furlongs the road will not be used in the dry weather as the carts all take a short cut and by so doing save about 3 furlongs, and in the wet weather the branches of the Ongur river not being bridged will always be difficult to cross and in freshes impossible and the provision for passing floods wholly insufficient as seen clearly by this year's flood experience and this want of full provision for passing floods lead to the abandonment of the road before in 1884.

No. 1041.

Forwarded to the Executive Engineer Chingleput Dn. for orders. In his No: 3587 of 12th Dec: 1898, orders were given to make up the breaches but on his inspection of the road on the 14th Instant verbal orders were given to leave the breaches in the road as they are and slope down the road to them

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(True Copies)

(Sd) J. E. Paul
Ex: Engr: Chingleput D

2.2.99 Colonel R.E.
Supdg: Engineer, V. Circle

Rs.1
1083/55

From – J. E. Paul Esq., Executive Engineer,
Chingleput Division, to the Supt.
Engineer, V – Circle, dated Madras,
21st January 1899, No. 3999 St –

I have the honour to forward a report on the "Alathur Branch Road" which I inspected on December 14th and found that it had been seriously damaged by the late monsoon.

2. This damage is so great that I consider that it must now be decided whether the restoration of this road should be abandoned or whether Government are willing to incur further expenditure.

3. In these circumstances, it is not advisable to continue the work until this question is settled and I therefore now surrender the balance of the grant for this work for this Official year (Rs 3900); what I reserve is sufficient to cover all liabilities except for a new claim which the Zemindar of Chunampet has given me notice that he purposes to make for Seigniorage for road materials taken from his Estate. With reference to this claim, I am now in correspondence with the Collector of Chingleput and I anticipate that the claims will not hold good.

4 –

4- The present circumstances of this road are fully and I think, correctly given by Sub-Engineer Mr J. Mahony in his reports dated 22d Dec: 1898 and in his No: 54 of 22d April 1898, Copies of which I forward as enclosures to this letter-

5- It appears to me that the Zemindar of Chunampet and his tenants are the only persons who will benefit by the restoration of this road. If Government is likely to benefit, it is for the Officers of the Salt Department to prove the fact and this I do not find that they have done - If Government will not benefit, I think the work should be abandoned and the road be given over to the Chingleput and South Arcot District Boards, in its present state.

6. The road is commanded by a number of Zemindary tanks which breached in 1884 and again in this monsoon, 1898; these accidents probably recur every decade - I therefore consider that it is of no use to fill up the breaches that have lately occurred but that they should remain as passages for the floodwater-

7. The papers in my Office regarding the origion of this work are not complete but it appears that the Board of Revenue continually requested Govt to restore this road and at length with much reluctance Government acceded. The Board in their Proceedings No: 4285 of 15th Nov: 1892, asked the Supdg: Engineer, to prepare an estimate which he did without the Govt having passed orders on the subject. In G.O. 3099 Rev / 3-8-95 I find, that "the Govt would not object to a moderate contribution towards the reconstruction of the road, but it is not disposed to go further; the principal result of the reconstruction of the road would be one in which Govt has but little interest, that the reconstruction would enable Chunampet Salt to compete on better terms with the Salt of the Marcanam Factories." In G.O. 4949 Rev / 7-12-95 I find that Govt orders that the Project should be abandoned - In G.O. 287 Rev / 21-1-96 Govt is not prepared to sanction the contribution now applied for, which, it is observed, is still more than half the cost of the work - The Board again asked the Govt to reconsider the decision and in G.O. 3842 Rev / 26-9-96 Govt at last acceded to the request of the Board and sanctioned, a contribution of Rs 6030 and the estimate was sanctioned in G.O. No: 3393 W / 27-11-96.

not recd

not [illegible]

√ 17-18 W / 7-1-96

not put up [illegible] Mis / 247

√ 494 W / 8-2-96

8. A revised estimate was forwarded with this Office No: 2434 St / 20-9-98.

9-

9. The work that has been done is good and if the Local Fund Boards concerned merely slope down the edges of the breaches they would have a good fair weather road which might be improved at a small cost by constructing cheap Irish bridges and possibly by gravelling a mile or two of the road; the remaining portion is of good soil and does not require gravelling.

No. 78W

Copy to the Chief Engineer, P.W.D., with a request that he will obtain the orders of Government as to whether a revised estimate is to be submitted for completing the road. I should strongly recommend that no more Government money be expended on the work.

2.2.99 Colonel R.E.

Supdg: Engineer, V. Circle

C. A. W.

See para marked

× × in pencil.

This may be construed as a libel — Should the letter be sent on? Is it privileged?

16/3/99

W

The communication is privileged, and no question of libel can arise out of it. The remark is however very injudicious, and the last sentence of the para, enclosed with red brackets, might be scored out by you as head of the Dept., and the space "starred".

16. Mar 99.

16/3/99