M.R.O. 14—13,000—27-9-24.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 2315 Press ~~Mis.~~

301 — 302

Dated 17 — 12 — ~~19~~ 1863

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 17th December 1863.

No. 301. Read the following Proceedings of the Board of Revenue, dated 8th December 1863, No. 7,711.

Read again letter from the Collector of Tanjore, dated 3rd October 1863, No. 368, in Board's Proceedings 22nd October 1863, No. 6,743, submitting a List of Roads in his District on which Local Funds are not to be expended.

Read also the following letter from the same Officer, dated 4th November 1863, No. 413.

1. In reply to the Board's Proceedings of the 22nd ultimo, No. 6,743, I have the honor to state that the principle on which the selection of the roads therein referred to has been made is that all roads which connect large and important towns, and the utility of which is not restricted to particular parts of the District, have been classed under the head of those which are to be maintained from Imperial Funds, and that all other minor lines of communication have been considered as those which are to be maintained from Local Funds.

2. I am not aware what other principle it was the Board's intention that this classification should be made, but I would take leave to add that if the selection of roads, which are to be maintained from public revenues, were to be made on the principle that they shall be such roads only as form parts of Imperial lines of communication passing through, and connecting several Districts together, there will be no road in Tanjore that can be classed in that category, except perhaps the piece of Trunk Road No. IX (the length of which within this District is only 13½ miles)

From Trichinopoly to Negapatam.
From Trichinopoly to Anikaranchatram.

as the only other two roads noted in the margin, and which were something of that class, have been more or less superseded by the Railway; and the result would be that all the roads in this District will have to be maintained from Local Funds, and no expenditure whatever will be allowed for any road from public revenues. I conceive that it is certainly not intended that the whole of the numerous lines of public roads in a District so thickly populated and so richly cultivated as Tanjore, and on which more than a lac of Rupees are annually expended out of the public revenues, should be made to depend entirely on the small and to some extent uncertain local means.

3. I would only further add that all the roads included in the Statement submitted to the Board, as also some others not included in it, have all along been maintained at the sole expense of Government, and that there are no less than 16 roads besides which are intended to be maintained from Local Funds. This classification has been made in communication with the Superintending Engineer, and several roads included in the list originally sent up by that Officer showing those on which Local Funds are *not* to be spent, have at my suggestion been excluded from it and transferred to the list of roads to be kept up from those funds.

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1. Ordered that the above papers be submitted for the Orders of Government, with reference to paragraphs 2 and 8 of their Order, No. 908, dated 27th May 1863.

2. With reference to the remark of Government in the above Order, that the ferry rents of Tanjore in 1861-62 fell very far short of the Collector's expectations, and requesting a full explanation of the cause, the Collector states in his first letter, that his Estimate of receipts, amounting to Rupees 45,000, was based (as he had remarked in a former letter) on certain traffic returns which had been taken by Order of the then Collector, Mr. Forbes, in 1855, and from which that Officer calculated that the proceeds of a toll levied at the lowest rate of a single Pie on all descriptions of traffic passing throughout the ferries in the District, would be twelve times as much as the cost of maintaining them, or Rupees 28,265. The rates of toll as now fixed range from 2 Annas to 1 Pie, and it is clear, from the rents realized in 1861-62 (Rupees 2,422-14-0), that the traffic returns on which the Estimate was based were not at all to be relied on.

3. Another reason given by Mr. Cadell is the novelty of the system. The bidders having no reliable data to go upon, bid as low as possible to prevent eventual loss to themselves, as now appears from the ferries being rented for 30 per cent. more than in the previous year, notwithstanding the arrangement made this year, that, the charge of repairing the boats is to be borne by the renters, and *not* by Government.

4. Mr. Cadell also thinks that, if the tolls were levied under Amani, the proceeds in 1861-62 would have been much greater than the rents obtained.

5. As directed by Government in paragraph 8 of their Order, the Collector submits a list, prepared in communication with the Superintending Engineer, of all the roads in the District on which Local Funds are *not* to be expended, together with a Sketch Map: and the Board approve of the principle as set forth in his second letter, on which the roads have been selected for entry in the list.

Proceedings of the Madras Government, Revenue Department
17th December 1863.

No. 302. ORDER THEREON, 17th December 1863, No. 2,315.

1. The maintenance of the ferries of Tanjore used to cost the State about 3,500 Rupees yearly. As no reason existed why, in so wealthy a District, the Government should be put to this expense, the ferries were rented out, the Collector, Mr. Cadell, having represented that a revenue of Rupees 40,000 would probably be realized.

2. The receipts of 1861-62 were only Rupees 2,423, and the reason assigned for the excessive disproportion between the estimated and the actual revenue, is that the traffic returns on which the Estimate was based "were not at all to be relied on."

3. This excuse is altogether unsatisfactory, and the occurrence of so serious an error as over-estimating the traffic twenty-fold is not creditable to the local Officers.

4. The rents in 1862-63 rose 30 per cent. although the renters were for the first time required to keep the boats in repair, and it is to be hoped that competition will soon raise the offers to their proper amount.

5. The list of roads submitted by the Collector includes many petty lines of mere local interest, which should ultimately be kept up from Local Funds when these funds are in a prosperous condition. The list should be revised accordingly.

6. In calling for a list of roads which Local Funds should *not* be expended, the object of Government was simply to prevent *Local* Funds being diverted from local to imperial works. It was never contemplated that imperial expenditure on local roads should immediately cease, for without such a subsidy, many Districts would be left without cross roads. Ultimately it is hoped that Local Funds will suffice for all local works, but meanwhile they must be restricted to these being supplemented with imperial grants.

(True Extract.)

Signed) J. D. SIM,
Secretary to Government.

To the Board of Revenue.
„ Department Public Works.

Exd. S. T. Augustin.

No. 6,743.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 22nd October 1863.

Read the following letter from W. M. CADELL, Esq., Collector of Tanjore, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Vellum, 3rd October 1863, No. 368 :—

1. I have the honor to acknowledge the receipt of the Board's Circular (Miscellaneous) dated the 16th June, No. XLVIII, conveying the orders of Government on the operations of Local Funds during the official year 1861-62, and with reference to paragraph 2 of the Board's Order, beg to submit the following explanation regarding the Ferry rents in this District having fallen so much short of the Estimate originally made.

2. In my letter of the 17th June 1861, No. 123, submitting an Estimate of the probable receipt from this source, and which amounted to Rupees 45,000, I stated that this Estimate based on certain traffic returns which had been taken by orders of the then Collector, Mr. Forbes, in the year 1855, and from which that Officer calculated* that the proceeds of a toll levied at the lowest rate of a single piet on all descriptions of traffic passing throughout the Ferries in this District would be twelve times as much as the cost of maintaining them, or Rupees 28,265. The traffic returns referred to, however, it is now clear were not at all to be relied on.

* Vide letter to Chief Engineer, dated 1st October 1855, No. 259.

† The rates of toll as now fixed range from Annas 2 to 1 Pie.

3. But another reason for the difference between the Estimate and the actual result may, I conceive, have been the novelty of the system. The bidders for the Ferries not having any reliable data to go on as to the amount of the receipts that might be expected from the proposed tolls, doubtless made their bids at the lowest possible figure in order to guard against the possibility of loss, and this would indeed appear to have been the case for (as already stated in my report on Local Funds for the past official year) the sum for which the Ferries have now been let is upwards of 30 per cent more than in the previous year and this notwithstanding that under the arrangement made this year, the charge of repairing the boats is to be borne by the renters, and *not* by Government.

4. The Board will further remember that the plan originally proposed* by me provided for the tolls being levied under Amani, and I am still inclined to think that if that plan had been adopted, the proceeds of the tolls would have been much larger.

* Vide letter to Board, dated 17th June 1861, No. 123.

5. As directed in paragraph 4 of the Board's Circular under acknowledgment, I beg herewith to submit a list prepared in communication with the Superintending Engineer, showing all the roads in the District on which Local Funds are *not* to be expended together with a sketch map.

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ENCLOSURE No. 1.

List of Roads on which Local Funds are not to be expended in the District of Tanjore.

No.	Name of Road.	Length in miles.	Amount of maintenance allowance.
			RS.
	Trunk road No. 9 from Combaconum to Lower Anicut... ...	13½	2,025
1	From Tanjore to Negapatam...	52	7,800
	„ do. to Trichinopoly...	20	2,400
2	„ Ground Anicut to Shealli...	75½	9,060
	„ Shealli to Anikarau Choultry...	7	840
4	„ Tanjore to Tiruvaiyar...	7	700
	„ Tiruvaiyar to the south bank of Coleroon towards Arilur ...	1½	120
15	„ Combaconum to Adrampatam...	24	2,400
	„ do. to do.	20	1,600
17	„ Kodavasal to Kordacherri	6	600
35	„ Peralum to Tirutarapundi *via* Tiruvalur... ...	28	2,800
36	„ Nagore to Velangani...	10	1,000
39	„ Papanasum to Ammapetta	9	900
30	„ Mayaveram to Nagore	25	2,500
26	„ Muttapettai to Velangani *via* Tirutarapundi... ...	32	2,560
3	„ Adrampatam to Sengepatti *via* Gandracottai	42	3,360
8	„ Muttapettai to Tanjore...	40	3,200
5	„ Tanjore to Combaconum...	23	1,610
7	„ do. to Mannargudi	22	880
9	„ do. to Gandracottai	14	560
11	„ Combaconum to Udaiyarpoliem	6	240
12	„ do. to Tranquebar	24½	1,225
13	„ do. to Karikal	33	1,320
14	„ do. to Nannilam *via* Kodavasal	18	720
16	„ Valangaman to Tiruvalore...	18	900
18	„ Mannargudi to Vedarniem *via* Tirutarapundi...	34	1,140
19	„ do. to Aranthanghi *via* Pattukottai... ...	46	1,380
20	„ Pattukotti to Avadiarkovil...	32	960
21	„ Aranthanghi to Minbesal *via* Avadaiyarkovil... ...	23	690
22	„ Avadaiyarkovil to Mannargudi	12	360
23	„ Mannargudi to Trivalore...	16	640
24	„ Muttupettai to Minbesel *via* Adrampatam	38	.....
25	„ do. Vedaraniem	25	.....
27	„ Kottur to Sengandi	8	240
28	„ Tranquebar to Shealli	18	900
29	„ Shealli to Tirumalvasal...	6	150
31	„ Mayaveram to Tranquebar joining road No. 28... ...	10	400
		839	58,180

VELLUM, 3rd October 1863. (Signed) W. M. CADELL, Collector.

ENCLOSURES No. 2.—Map.

The Board request the Collector to explain on what principle the selection of roads on which Local Funds are *not* to be expended has been made.

(True Copies and Extract.)

(Signed) W. HUDLESTON,
Secretary.

To W. M. Cadell, Esq., Collector of Tanjore.

Exd. J. Wright.

P.-2315.

Read the following Pro. of the Bd of Rev. / H. E. 8 Dec/63 / No. 7711 /

Pro. of the Madras Govt. dated 17th Novem=/63.

The Maintenance of the Ferries at Tanjore ceded to Govt. the State allows 3500 Rs. yearly - As no reason exists for keeping in a wealthy a District, the first should be put to the Expense, the Ferries have been ceded to Govt, the Collr. having represented that a revenue of Rs 40,000 could profitably be realised -

The receipts of 1861/2 were only Rs 2423 - and the Revenue assigned [illegible]

Comm. Rev. Bd. Rec'd 15 Dec. 63. No. 7711

Rev=3033/63

1863. Department.

No.

PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 22nd October 1863.

C. W. Castle Esqr

No. 6,743.

Requesting ( ) nation of the principle on which Local Funds are not to be expended has been made.

The excessive dis-
proportion between the Estimated &
the actual revenue
is that the traffic
returns on which
the Estimate was
based were not at
all to be relied on.

This excuse is
altogether unsatisfactory - and
the occurrence of
so serious an error
as overestimating
the traffic twenty
fold is not creditable
to the local officers.

The returns in
1862/3 vote 30 per cent
although the returns
have for the first time
required to check the
traffic in obtaining

it is to be hoped that
competition with Govt
raids the officers to
their proper amount.

The list of roads
submitted by the Govt
includes many
petty lines of more
local interest - which
should eliminated &
~~kept~~ be kept on
from local funds
& new Provl roads are
in a prosperous con-
dition - The list should
be revised accord-
ingly - &

In calling for
a list of roads on
which local funds
should ~~be~~ be expended
the object of Govt was
simply to prevent
local funds being

diverted from
local & Imperial
~~Appd~~ works. It
has been contem-
-plated that Im-
perial expenditure
on local Roads should
immediately cease
for without such
a Return, many
districts would be
left without cross
Roads. Ultimately
it is hoped that
Local funds will
suffice for all local
works. But meanwhile
they must be restricted
by the help & supplie
hereto with Imperial
grants.

I.D.L.

Despatch

11 Copies Letter 3rd of Dec 1918 Govt
21 " Desp Govt with Map.

Cro. No. 307-308
27-5-63

Revenue 1863 Dec.
Pro: of Govt for Decembe

No 2315.

Pro: of the Madras Govt
Dt 17th Decr 1863.
Recd 30th Dec 22d Jany 1864
No 249.

Proceedings Board of Revenue on the list of roads on which local fund are not to be expended in Tanjore, with orders thereon.

No 301 & 302.