

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 6043

Press
Mis.

Dated 3. 5. 1866.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
3rd May 1866.*

No. 44. Read the following Proceedings of the Madras Government in the
Public Works Department :—

Communicating certain correspondence on the
subject of providing funds for the construction
of feeder roads and choultries for travellers in
the vicinity of Railway stations. } (Here enter 24th April 1866, No. 1,288.)

No. 45.

ORDER THEREON, 3rd May 1866, No., 1,043.

Miscellaneous.

Communicated to the Board of Revenue.

(True Extract.)

(Signed) J. GROSE,

Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 1,288.

Exd. S. T. Augustin,

Proceedings of the Madras Government, Public Works Department.

21st April 1866.

No. 533. Read the following Circular from the Government of India, Public Works Department, (Railway), to the Secretary to Government, Public Works Department, dated Fort William, 2nd April 1866, No. 6:—

Feeder Roads and Choultries for Native Travellers by Rail.

Read again:—

Despatch No. 102, dated 16th November 1865.

From the Government of India, to the Secretary of State for India.

1. Referring to the Despatch No. 58 of 1865, addressed to you by the Government of Madras, recommending that feeder roads and choultries for Native travellers in the immediate vicinity of the principal Railway Stations may be constructed by Railway Companies out of Capital, we have the honor to enclose, for your information, copy of a letter which has, under our orders, been addressed to that Government.

2. Applying the principles which have, in other instances, been laid down, as to the inapplicability of Railway funds to such purposes, we have indicated a means by which the want may be met, *viz.*, by moderate grants from Imperial Funds in aid of Local Funds, where the urgency of the case is unquestionable, and the Local Funds themselves are, as in Madras, inadequate as yet to bear the whole cost of such works. It would be inexpedient that this course should become general, but it is perhaps less open to objection in the case of Guaranteed Railways, as some direct return for the outlay may be looked for in the increased revenue derivable from the additional passenger traffic which may be expected by the provision of such conveniences, and the consequent reduction in the payments of guaranteed interest.

3. We take the present opportunity of drawing your attention to the letter from the Board of Directors of the East Indian Railway Company to their Agent, No. 61 of 1865, authorizing him to take measures for the construction of dāk bungalows and serais at the principal Railway Stations on that line, and beg to state that acting in accordance with what we believe to be your views on the subject, and our own convictions of the utter absence of any necessity for such a course of proceeding in the Provinces of Bengal and the North-West, where the Local Funds are so rich, we have prohibited any application whatever of the Railway Company's Capital to such purposes. A copy of our Secretary's letter to those Governments is also enclosed for your information.

From the Secretary to the Government of India, Public Works Department, to the Secretary to the Government of Madras, in the Public Works Department, Railway Branch, dated 28th October 1865, No. 981 H.

Referring to the Despatch No. 58, dated 19th September 1865, addressed by the Government of Madras, to the Secretary of State, recommending that the Railway Companies should be permitted to execute out of their Capital such works as the construction of feeder roads and choultries for Native travellers in the immediate vicinity of the principal Railway Stations, I am directed to communicate the views of the Government of India, and to state that the Secretary of State has also been addressed in the same sense.

Proceedings of the Madras Government, Public Works Department.
24th April 1866.

2. Regarding the construction of feeder roads by Railway Companies, the Government of India has, on a previous occasion, expressed an opinion adverse thereto, and the Secretary of State has concurred therein. It is true that this was done in the interests of the Companies to relieve them of a burden which it was considered had been placed on them unduly, but the principle is as fairly applicable in the one case as the other, that it involves an objectionable application of the funds of the Company.

3. The Government of Madras is already aware, from the correspondence that passed in the case of the proposed hotel at Coimbatore, of the views of the Secretary of State, as to the application of Capital funds to the construction of hotels generally, within which category choultries may be fairly included. As already intimated, such conveniences should, wherever possible, be provided from Local Funds. But it is believed that the Local Funds of the Madras Presidency are as yet too poor to provide the whole cost of such buildings, as to the necessity of which at some of the Railway Stations, the Governor General in Council entertains no doubt.

4. Under these circumstances, the Government of India would have no objection to the making of moderate grants-in-aid from Imperial Funds within the limit of the annual Budget grant towards the construction of choultries where urgently required on Railways, as also of minor feeder roads leading to them, but leaving the repairs and maintenance in both cases to be borne by Local Funds. Such a practice is not generally to be approved, but it is the less objectionable, perhaps, in the case of Guaranteed Railways, as the effect of the provision of such conveniences on the revenue yielded may be such as to diminish the payments of guaranteed interest.

Read also:—

Despatch No. 9, dated 8th February 1866.

From the Secretary of State for India, to the Government of India.

1. I have had under consideration in Council your Excellency's Despatch of the 16th November last, No. 102, relative to the construction of feeder roads and choultries for Native travellers in the vicinity of Railway Stations, and to the propriety, or otherwise, of employing Railway Capital in the execution of such works.

2. The view of the Madras Government on the latter question appears to me to have been somewhat misapprehended. Their recommendation, as I understand it, is, that when other funds and agency are not immediately available for the purpose, the Railway Companies' Officers should be permitted to construct feeders and choultries with Railway Capital, the expenditure incurred, in consequence, being subsequently reimbursed by Government to the Companies. This plan, however, appeared to me to be open to objection, and I have so informed the Madras Railway Company who were prepared to adopt it.

3. With respect to the letter from the Directors of the East Indian Railway Company to their Agent, authorizing him to construct serais and dak bungalows with Railway Capital, I must explain that that letter was forwarded with my approval. Upon re-consideration, however, I am disposed to adopt the view which you have taken, that the cost of erecting and maintaining such buildings should

Proceedings of the Madras Government, Public Works Department.
24th April 1866.

be borne by Local Funds. This course will apply equally to choultries in the Madras Presidency, where the difficulty arising out of the scantiness of the Local Funds, will be provided for by the arrangement that grants-in-aid from Imperial Funds shall be made in case of necessity.

ORDER.—Ordered, that copies of these papers be forwarded for information to the Local Governments and Administrations noted in the margin, with the intimation that grants of the nature indicated in the correspondence must be met from the Public Works Budget grant of the year, and that the previous sanction of the Government of India should be applied for in all cases in which it is desired to make grants for such purposes in aid of Local Funds.

(Signed) C. H. DICKENS, Lieut-Colonel, R. A.,

Secretary to the Govt. of India.

(Signed) G. CHESNEY, Major,

for Duty Secy. to the Govt. of India.

No. 564.

ORDER THEREON, 24th April 1866, No. 1,288.

RAILWAY 34.

1. Communicated to the Officers and Departments concerned.

2. In the Budget for 1866-67, which has received the approval of the Government of India, provision has been made to the extent of Rupees 11,230 for the repair of Travellers' Bungalows in this Presidency.

(True Extract.)

Colonel, R. E.,

Secretary to Government.

To the Superintending Engineers.

„ Controller of Public Works Accounts.
„ Accountant General.
„ Revenue Department.
„ Consulting Engineer for Railways.

Exd. T. O'Connor.

Rep. 1866. Chicago
No of 400. for library
H. P. 1209.
Foundings of the
Grand and East in
the S. W. of the same.

Printed 205, 304 L
Bound 2654 1866
H. P. 1288.

Communicating
certain correspondence
on the subject of proce-
ding found for the pro-
cedure of the de, court
and should be for travel
-here in the vicinity of a
Railway station-

W. H. L. S.

W. H. L. S.

W. H. L. S.

W. H. L. S.

Printed

Communicate to the

Rep. of the

W. H. L. S.

W. H. L. S. 1866
W. H. L. S. 1866