M.R.O. 14-5,450—22-10-25.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1369. Press ~~Mis.~~

Dated 7-6- 1866.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 7th June 1866.

No. 161. Read the following Proceedings of the Madras Government in the Public Works Department :—

Requesting to consider whether funds can be provided in the coming year, from Local Funds, for the construction of a feeder from Singeeputty to Buthaloor in Tanjore District. } (Here enter 26th April 1866, No. 1,316.)

No. 162. ORDER THEREON, 7th June 1866, No. 1,369.

Local Funds, No. 3.
Civil Works.

Referred to the Board of Revenue for their report on paragraph 3 of the foregoing Proceedings.

(True Extract.)

(Signed) J. GROSE,

Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 1,316.

Exd. S. T. Augustin.

Proceedings of the Madras Government, Public Works Department.
26th April 1866.

No. 588. Read the following letter from the Officiating Collector of Tanjore, to the Secretary to Government, Department Public Works, dated Tranquebar, Mayaveram Táluq, 13th April 1866:—

1. In forwarding the accompanying communication* from the Superintending Engineer, I have the honor to state that I have no remark to offer with regard to the impracticability of reducing the estimate, for the road from the Buthalur station to Tirukautpulli.

* Dated 7th April 1866, No. 2,135.

2. As to the proposed road from Alakudi to Vellum, I would beg to observe that in recommending the formation of a road between these two places, Mr. Cadell evidently did not contemplate such an extremely expensive undertaking as that the present estimate provides for, and from his letter† to the then Officiating Superintending Engineer, dated the 27th June 1864, it is clear that the Collector considered this estimate to be far beyond the requirements of the traffic for which he intended to provide. In that letter Mr. Cadell observes, "in recommending that a direct road should be formed "from Vellum to the Railway station abovementioned, I certainly did not mean "that it should be on such a high scale; what I intended, was simply that an ordi-"nary bandy road or track should be provided at the cost of about Rupees 2,000, "&c." I quite concur with Mr. Cadell in thinking that if the road could be made at the rate he intended, it should be carried out. Of course my experience is next to nothing, but I should have thought that through, or rather upon this laterite soil a road might be well and cheaply made. Moreover, as the river is passable for ten months at least out of the year, there is no actual necessity for an expensive bridge in the midst of what Mr. Cadell denominates "an ordinary bandy track."

† No. 181.

3. Independent of its being the Collector's station, Vellum as a place of trade, is in itself of sufficient importance to warrant the formation of three miles of an ordinary country road which would connect it with the Railway, but I fail to see why the fact of its being useful to the members of the Collector's Office and to the people having occasion to resort thereto, should form a ground for disparaging and deprecating the measure. If the road is likely to be much used, and thus prove a measure of public convenience, it appears to me immaterial whence its importance is derived.

From the Superintending Engineer, 6th Division, to the Secretary to Government, Department Public Works, dated Tanjore, 7th April 1866, No. 2,135.

1. I have the honor to reply to paragraph 3 of G. O. No. 514, dated 12th February, and to inform you that it is quite impossible to make a good but moderately expensive road from the Buthalur station northwards to Tirukautpulli.

2. The abstract of the estimate of Rupees 83,700, forwarded to Government on the 1st October 1864, comprises the following entries:—

	Rs.
Masonry works	63,600
Compensation for land	3,700
Earth-work	6,590
Gravelling	6,480
Turfing, &c.	1,823
Alterations in rivers, &c.	685
Sundries	822
	83,700

3. The road provided for was a second class road, allowing 15 feet of road-way between the parapets of the bridges, and this cannot well be reduced.

The masonry works required are as follows :—

Bridge over Vennar, 17 arches of 45 feet span each.

Bridge over Konakadungul, one arch of 30 feet span.

Bridge over Annundacavary, 3 arches of 12 feet span each.

27 tunnels, varying from 2 to 9 feet span, over irrigation and drainage channels. Whatever may be done with regard to the other items in an estimate for a road, no reductions can be made in the cost of the masonry works, for they must be built solidly and with deep foundations. The other items in the estimate are so small that it is useless adverting to them.

4. The idea of a cheap road from Buthalur to Tirukautpully, or indeed any where in the Tanjore District, must be abandoned; where so many masonry works are required, it is impossible to make a cheap road.

5. The road from Alakudi to Vellum is also a second class road.

The details are as follows :—

	Rs.
Masonry works	17,855
Earth-work	1,846
Gravelling	4,909
Turfing side ridges, &c....	811
Alterations in channels, &c.	483
Compensation for lands	1,095
Sundries and contingencies	802
	27,800

The masonry works are :—

A bridge of 9 arches of 30 feet span over the Mootalamootoo Vari. (The Railway bridge has 15 arches of 30 feet span.)

One, 30 feet span over a drainage stream.

Three, 9 feet span over Annundacavary, (one eliptical 30 feet would be better), and 9 tunnels from 1½ to 9 feet.

No reduction can be made in this estimate.

6. I examined the line on the 6th instant, and found that the earth-work along the whole line had been completed with the exception of the approaches to the three bridges where the road-way would have to be raised considerably; two small tunnels, costing Rupees 90, have also been completed from the Rupees 2,000 sanctioned from Local Funds in 1864-65, of which, from the Collector's Progress Report, Rupees 1,956-12-4 appears to have been expended.

No. 856 to Lieutenant Lindsay, G. O. 3,472, dated 26th November 1863.

7. Notwithstanding the opinion expressed by Mr. Cadell on the 4th September 1863, regarding this road, I deem it my duty to state that a more useless feeder to the Railway than that from Vellum to Alakudi could not have been selected; a glance at the map will show this.

8. The road which taps the south of the District, and by which Salt especially is conveyed to Madura and Trichinopoly is No. 3 from Adrampatam, through Poodoocotta to Gundracotta, whence two roads branch, Nos. 3 and 9; the former joins the road from Trichinopoly to Tanjore at Sinjeeputty, seven miles from Vellum, and twenty-one from Trichinopoly. Bandymen from the south on reaching Sinjeeputty would probably prefer proceeding twenty-one miles to Trichinopoly at once, to conveying their goods by bandy eleven miles to Alakudi, and then twenty-five by rail to Trichinopoly; the latter joins the road from Tanjore to Vellum four miles from the former and three from the latter; and bandymen wishing to convey their goods by rail to Trichinopoly, would have the choice of four miles by road to Tanjore and thirty by rail to Trichinopoly, or of seven miles by road through Vellum to Alakudi, and twenty-five miles by rail to Trichinopoly, the former I suppose would, as a rule, be preferred. For goods to be conveyed eastward from Poodoocotta and the south viâ Gundracotta there would be no occasion to go west-ward viâ Vellum, as that route would increase the distances both by road and rail.

9. Unless the Agent of the Great Southern of India Railway is anxious that this road should be completed, I would suggest that no further expenditure should be made upon it, and that a station should not be provided at Alakudi till all other Railway feeders have been supplied. As, however, the Collector might deem a station necessary at Alakudi, as Vellum would be three miles nearer the Railway line than it now is, and the road would doubtless be useful to the members of his establishment and to Meerassidars and others who may have to attend his office at Vellum, I forward this letter through him. It appears to have been chiefly on account of his office being at Vellum that Mr. Cadell proposed that a station should be made at Alakudi. The dry grains produced near Vellum find a market chiefly in the eastern part of the District, and I am informed are now conveyed seven miles by road to the Railway at Tanjore. By Alakudi three miles of road would be saved, and five miles of rail added to the distance the grain would have to be conveyed, even if this route were preferred, the return to the Railway would probably give a small per-centage on Rupees 27,800, after deducting interest on the cost of an extra station and the establishment required for it.

10. In paragraph 2 of G. O. No. 291, dated 3rd February, there is an error relative to the bridge for the Mutalamootoovari. The cost* of the bridge is included in the estimate of Rupees 27,800, and Mr. Morris stated that the amount required for the bridge only was in excess of the sum he proposed to expend on the Salt roads.

* Rupees 12,768.

No. 589. ORDER THEREON, 26th April 1866, No. 1,316.

LOCAL FUNDS, No. 82.

Civil Works.

1. The Government are satisfied that the construction of the proposed road from the Railway Station at Buthalur to Tirukautpulli, on the south bank of the Kaveri, would open up a fertile tract of country which is, at present, from the want of means of communication almost entirely isolated, and that a considerable amount of produce would be carried along it to the Railway, but as from the nature of the country to be crossed, the road could not be made under the sum of Rupees 83,700, or nearly 20,000 Rupees a mile, the increased receipts from the goods traffic on the Railway would not return a fair per-centage for the outlay, and His Lordship in Council therefore does not think it expedient to accord his sanction to the estimate at present. Should, however, a bridge over the Kaveri at Tirukautpulli, as is not unlikely, be constructed in connection with the works which the survey of the Kaveri now in progress will probably show to be necessary for regulating the supply of water between the Kaveri and Kodamurti, the communication thus effected with the tract of land between the Kaveri and the Kolerún will greatly increase the importance of this road, and the question of its construction may then again be brought forward.

2. From a perusal of the papers recorded above, and an examination of the map of the District, it appears clear that bandies coming from the south, laden with salt or grain intended to be conveyed by rail to the Western Districts, would find it shorter and more convenient to go from Gundracottah through Singeeputty to the Railway at the Buthalur station than to use the longer and more circuitous route by Road No. 9 through Vellum to Alagudi, and further that, by adopting the former route, they would strike the Railway further to the west and thus effect a saving in the rail charges. Bandies coming from the south with produce intended for the coast would not use either of these two roads, but would go straight to

Proceedings of the Madras Government, Public Works Department, 26th April 1866.

Tanjore. Irrespective of the question of cost, the construction of a feeder from Singeeputty to Buthalur is therefore of more importance than the line from Vellum to Alagudi.

3. The Revenue Department will consider whether, after due provision has been made for the requirements of the Salt roads in the District, money can be provided in the coming year from Local Funds for the construction of this road, which it is stated, can be made at a very cheap rate, and in the meantime the estimate for it should be put in hand.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 6th Division.
" Controller of Public Works Accounts.
" Revenue Department.
" Collector of Tanjore.
" Consulting Engr. for Railways.

Exd. S. T. Augustin.

Board's Proc. 23 June 66

1869 No. 1369.

Referred to the Board of Revenue for their report & preparation of the proceedings

7th June 1866

7th June/66.

To the Bd. of Revenue with Ors. & Ps. No. 1316 Dated 28th

18/6

Pro-2b November/65 A 628-9 Pr
3 Feby — 66 A 50-51 Pr

Rec'd 1866 Depart
Pro of Govt for Share
No 1248.

Ltr: Madras Govt
in the P W Depart

Dated 26th }
Rec'd - 30th } April 1866
No 1316.

Pro Board of Revn
27 Augt/66 Rec'd 24th

Requesting to con-
sider whether funds can
be provided in the com-
ing year from Local Fund
for the construction of a
feeder from Singa-
patty to Bilichi-
loo, in Tanjore Dt.

Nos 161-162

Regd No 1369. 7 June

Withdrawn