

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	1632	Press Mis
262-63. Dated	10-6-	N 1868

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
10th June 1868.

No. 262. Read the following Proceedings of the Madras Government in the
Public Works Department:—

Approving of a sum of Rupees 900 being contri-
buted from Imperial funds on account of the
road formed along the Coleroon bank between
Madanacoorchy and the Lower Anicut. (Here enter 6th June 1868, No. 1,780.)

No. 263. ORDER THEREON 10th June 1868, No. 1,632.

Irrigation, No. 6.

Ordered to be recorded.

(True Extract.)

(Signed) H. SEWELL,
Acting Under Secretary to Government.

Ed. F. R. Bantleman:

*Proceedings of the Madras Government, Public Works Department,
6th June 1868.*

No. 123. Read the following letter from the Superintending Engineer, 6th Division, to the Secretary to Government, Department Public Works, dated Tanjore, 21st May 1868, No. 191 :—

Two Maps.

1. I have the honor to reply to G. O. No. 1,315, dated 29th ultimo.

2. The Revenue Board in their Order No. 5,453, dated 23rd August, suggested that a portion of the estimate of Rupees 10,100, for converting the Coleroon bank between Madanacoorchy and the Lower Anicut into a road, should be debited to 'Agricultural Works' owing to the extra security afforded to the bank by its being converted into road. On going over the estimate for the road, I found that the repairs required to the bank to raise it to the level of the roadway, and to give it a section of $1\frac{1}{2}$ yards at top, and slopes of $1\frac{1}{2}$ to 1, amounted to Rupees 900, and as no great extra security is afforded by having a bank sufficiently broad to admit of a roadway running along it, for on the occurrence of extraordinary floods it is extra height rather than extra width that is required. I informed the Collector that I considered that Rupees 900, the amount required to complete the bank throughout to a height of one yard above high water mark was all that should be contributed from the head Agricultural.

3. The sum of Rupees 11,289, borrowed from Local Funds for the Salem and Trichinopoly road via Torriore, has been credited to Local Funds.

4. The Collectors of Tanjore and Trichinopoly agree with me that the following roads only should, for the future, be regarded as Imperial lines, and their repairs provided for from the Imperial allotment :—

In Tanjore.

Trunk Road No. IX from Combaconum to the Lower Anicut.

Road No. 1, from Trichinopoly to Nagapatam via Towagudi and Tanjore.

Do. No. 2, from Trichinopoly to Anacara Chuttrum via Trivadi Combaconum and Shealli.

In Trichinopoly.

Trunk Road No. VIII.

Road No. 1 from Trichinopoly to Tanjore via Towagudi.

Do. „ 2 from do. to Salem via Museri.

Do. „ 3 from do. to Caroor.

Do. „ 4 from do. to Dindigul.

Do. „ 5 from do. to Madura.

Do. „ 6 from do. to Trunk Road.

No. IX, via Wodiarpoliem.

5. Maps showing the imperial and local lines duly marked and numbered are forwarded.

* From Trichinopoly to Salem via Torriore.

6. Roads Nos. 8 and 6* are now in progress from Imperial Funds; when the former is completed it is proposed to maintain it from Local Funds, because, as Government remark in paragraph 6, there is already one road between Trichinopoly and Salem, viz., that via Museri, now provided for from Imperial Funds.

Proceedings of the Madras Government, Public Works Department,

6th June 1868.

7. It is proposed that Roads Nos. 3 and 6, like the other roads which communicate directly with neighbouring districts, shall be regarded as Imperial lines. The former, the Board state, should be regarded as a local line, because it runs parallel with the Railway; it is still, however, a main line of communication, and its maintenance amounts to Rupees 8,400, this is too heavy a charge to debit to Local Funds. The assets are only from Rupees 60,000 to 70,000 per annum, and for the maintenance of existing local roads Rupees 10,012 are now required, and when the roads proposed or in progress are completed Rupees 22,462 will be required, leaving only from 38,000 to 48,000 per annum for new works, &c., and nearly four lacs are required to complete the roads now in progress or projected, when these are completed it will be time enough to consider whether any of the lines now proposed to be regarded as Imperial may be maintained from Local Funds.

8. Under these circumstances it will be necessary to provide from Imperial

* Rupees 8,400.

Funds for the road from Trichinopoly to Caroor, as the amount already provided,

Rupees 8,166, has been otherwise appropriated, and the board, while stating that the line should be treated as local, made no provision for it, while the road from Trichinopoly to Salem via Torriore should be provided for from Local Funds, this will leave Rupees 4,200 available out of the Rupees 8,400 required.

9. The statement called for in paragraph 4, relative to the maintenance of the road from Trichinopoly to Salem via Torriore, will be submitted shortly.

No. 124.

ORDER THEREON, 6th June 1868, No. 1,780.

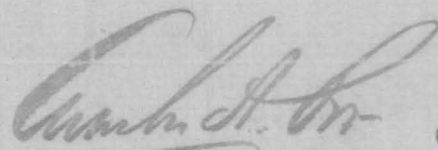
IRRIGATION, No. 11.

1. Under the circumstances brought to notice in paragraph 2 of this letter the Government approve of a sum of Rupees

900 being contributed from Imperial Funds on account of the road formed along the Coleroon bank between Madanacoorchy and the Lower Anicut. The charge will be debited to the allotment under Repairs, Agricultural.

2. Paragraphs 4 to 8 will be disposed of when the statements called for in paragraphs 2 and 3 of Revenue Proceedings No. 1,031, dated 18th April 1868, have all been received.

(True Extract.)



Colonel, R. E.,

Secretary to Government.

To the Superintending Engineer, 6th Division

„ Controller of Public Works Accounts.

„ Accountant General.

„ Revenue Department.

„ Board of Revenue.

Exd. S. T. Augustin.

Revenue 1868. Chas.
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17th 2011.

Proceedings of the
Court. 1877. 1878.

Patent 6th 3 June
Revenue 28th 1868

1877. 1880. &

RECORDED.

181032. 10 June 18

Approval of
sum of \$10,000
being contributed
from the
fund on account
of the road
Henry H. Brown and
William H. Brown
the former and

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RECORDED.

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10 June 188