M.R.O. 1—32 400—23-11-30

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 2831 Press ~~Mis.~~

Dated 11th November 1868.

Not to be folded or roughly handled

Roads of the Madras Presidency-
Board's proposals regarding their
future classification as Imperial
and Local received

Read the following:—

No. 175. Proceedings of the Board of Revenue, dated 13th October 1868, No. 7,324.

1. The Collector of Ganjam having failed to send in his report on the future classification of the roads of that district, the Board resolve to submit what appears to them to be the Imperial communications of the province.

2. These are—

1st.—The Great Northern Trunk line with its branch to Nowpadah.
2nd.—The line from Berhampore by Russelcondah to the Khond frontier.
3rd.—Aska to Kurcholy.
4th.—Nowpadah to the great salt mart of Parvatipoor, *via* Juggernathpoor, where the Ganjam portion terminates.
5th.—Calingapatam salt pans to Chicacole.
6th.—Nowpadah to Teckally.
7th.—Soorada pans near Itchapoor to Trunk Road.
8th.—Gopalpore to join Trunk Road near Berhampore.

3. The first requires no remarks as regards its claims to be classed as Imperial, but pending its completion in the direct line, which has been long delayed, a diverging branch was run to Nowpadah, which, besides serving for salt purposes, bears the traffic of the incomplete trunk line, and conducts it again to that line by the salt road through Bowaly.

4. The second is the great Political and Military line into the Khond country.

5. The third is the best Military line in the dry months for Madras troops marching to Sumbulpore.

6. The next four are important salt lines, and the last in the list connects the port of Gopalpore, which is the only district port of call for steamers, and has besides a large trade with the Trunk Road near Berhampore.

7. As already stated, the Board are of opinion that the State should contribute a moiety of the expense of the line from near Itchapore by Chigetty to Aska. It opens up a large tract of country to the salt depôt at Itchapore. From Aska to Soorada, and thence into the Khond Hills, a line is in progress which may properly be continued on similar terms, for, besides its local value, this line opens a second access to what was recently a turbulent Khond district. It also affords (through the Itchapore and Aska line) access to the salt pans on the coast.

No. 176. Proceedings of the Board of Revenue, dated 8th September 1868, No. 6,372.

Read the following letter from the Collector of Vizagapatam, to the Acting Secretary to the Board of Revenue, dated 26th May 1868, No. 451.

Referring to Government Order, No. 1,031, dated 18th April last, I have the honor to forward, herewith, a list of roads in this district, which have been classed as Imperial, in communication with the Superintending Engineer. In the remark column, I have shown the utility of the lines.

List of Roads which it is proposed to class as "Imperial" in Vizagapatam District.

No.	From.	Through.	To.	Miles.	Remarks.
1	Chicacole ...	Chittavalasa Subbavaram Ankapilli	Toonee ...	115	This is the Trunk line No. VI.
2	Vizagapatam.	.....	Ankapilli ...	20	This line leads to the Vizagapatam sea-port and Military Stations of Vizagapatam and Waltair. Will include the proposed bridge over the back-water—*Vide* Collector's No. 839, dated 21st October 1867.
3	Vizagapatam.	Bimlipatam Chittavalasa Vizianagram	Kasipur ...	61	This line leads to the foot of Galicondah Hills, and will eventually be connected with the Pettah Ghaut line from Jeypore, and thus connect the plains with the fertile tracts of Jeypore.
4	Chicacole ...	Palcondah ...	Parvatipur...	50	This line leads from the salt pans of Vomaravilli, in Ganjam, and is in reality of more utility to that district than to this, serving as it does to facilitate the salt trade of the said pans.

VIZAGAPATAM,
26th May 1868.

(Signed) J. I. MINCHIN,
Collector.

RESOLVED that the list of roads, which should be treated as Imperial, received with the foregoing letter, be submitted to Government, with reference to their Order, dated 18th April 1868, No. 1,031.

2. The list, which appears to have been prepared in communication with the Superintending Engineer of the Division, contains only four roads and meets the approval of the Board.

3. The Board are, however, of opinion that Government should contribute a moiety of the expense of completing and bridging the lines from Vizianagram to Parvatipur, and from Vizianagram to Kasipuram.

4. The whole of the roads in Jeypore are Imperial, no Road Cess being leviable in that country under Government Order, dated 10th October 1866, No. 2,736.

5. The district is a large one, and the proposal of the Local Officers seems to involve a very moderate allotment of Imperial Funds.

No. 177. Proceedings of the Board of Revenue, dated 5th September 1868, No. 6,307.

Read the following letter from the Acting Collector of the Godavery District, to the Acting Secretary to the Board of Revenue, dated Cocanada, 6th June 1868, No. 143.

1. With reference to the Proceedings of Government in the Revenue Department, No. 1,031, dated 18th April, I have the honor to inform you that the Superintending Engineer has proposed that only two lines in this district should be classed as Imperial, namely, that from Tuni to Perikeed *viâ* Rajahmundry and Ellore, and that from Cocanada to Rajahmundry, *viâ* Samulcottah and Dowlaishweram.

2. I agree with him that these roads should be considered Imperial; but I also think that the proposed line from Samulcottah, northwards to Annavaram, at which place it joins the Trunk Road, should be included in the list.

3. Under my plan, the Civil station of Cocanada, and the Military station of Samulcottah, will be connected with the trunk line both northwards and southwards by Imperial roads.

4. The formation of the roads* from Samulcottah to Dowlaishweram, and from Samulcottah to Annavaram, has already been sanctioned from the District Road Fund. They should, I think, be transferred to the Imperial list.

* Items Nos. 13 and 14 in the Local Funds Budget for 1868-69.

5. Roads exist between Cocanada and Samulcottah, and between Dowlaishweram and Rajahmundry.

List of Roads which it is proposed to class as "Imperial," Godavery District.

From.	Through.	To.	Miles.
1. Tuni...	Rajahmundry... ... ... Ellore...	Perikeed...	120
2. Cocanada...	Samulcottah... ... ... Dowlaishweram	Rajahmundry...	40
3. Samulcottah	Pittapur...	Annavaram	About 17 miles.

COCANADA,
6th June 1868.

(Signed) J. H. MASTER,
Acting Collector.

RESOLVED that the list, received with the foregoing letter, of roads which it is proposed to class as Imperial, be submitted to Government, with reference to paragraph 3 of their Order, dated 18th April 1868, No. 1,031.

2. The list contains three roads, the first two† of which are stated to have been proposed by the Superintending Engineer. The third‡ item has been added to the list by the Acting Collector himself. In paragraph 4 of his letter, Mr. Master suggests that this road, as well as the one from Samulcottah to Dowlaishweram, should be transferred to the Imperial list.

† 1. From Tuni to Perikeed, viâ Rajahmundry and Ellore.
2. From Cocanada to Rajahmundry, viâ Samulcottah and Dowlaishweram.

‡ From Samulcottah to Annavaram, viâ Pittapur.

3. The Board concur with the Acting Collector in his proposals, but would add the short lines from Cocanada to Coringa, and the roads in the Rumpah country.

4. The above arrangements will allow about 200 miles of Imperial road to a district of a revenue of fifty lacs of Rupees per annum. Taking this into consideration, and the greatly enhanced cost of road-making, owing to the manner in which the district is intersected by numerous Irrigation and Navigation Canals, yielding

a large revenue, the Board are of opinion that Government ought to contribute a moiety of the expense of bridging these canals, as already advocated in the case of the Kistna District—*Vide* Board's Proceedings, dated 7th August 1868, No. 5,722.

No. 178. Proceedings of the Board of Revenue, dated 7th August 1868, No. 5,722.

Read the following letter from the Acting Sub-Collector in charge of the Kistna District, to the Acting Secretary to the Board of Revenue, dated Masulipatam, 9th May 1868, No. 148.

I have the honor to request that you will be pleased to substitute the enclosed list of Imperial roads for that forwarded with my letter, No. 144, dated 6th May 1868, in which, as item No. 6, is entered the track from Masulipatam to Buntumully; this is the road by which the local salt trade between this and the Cotaurs is carried on, but it has no claim to the name of Imperial on that account, as the convenience of salt traders is by no means its only or chief object; it is apart of the old coast road which has been already finally transferred to the head of local.

List of Roads proposed to be maintained from Imperial Funds, Kistna District.

1. Road from Masulipatam to Nizam's frontier, viâ Bazoarah.
2. Trunk Road No. VI., between Nellore frontier and Godavery frontier.
3. Trunk Road No. VII. from Nellore frontier to Pondigul.
4. Road from Arugollu to Buntumully, (Salt road).
5. Road from Inkole to Chinna Ganjam, (Salt road).

MASULIPATAM,
27*th April* 1868.

(Signed) G. W. WINSCOM, Lieut.-Colonel, R. E.,
Superintending Engineer, 2nd Division.
(Signed) W. WILSON,
Acting Sub-Collector in charge.

WITH the foregoing letter, Mr. Wilson submits a list of roads in the Kistna District, the repairs and maintenance of which should be undertaken from Imperial Funds, with reference to Government Order, dated 18th April 1868, No. 1,031.

2. The Board approve of the roads mentioned in the list prepared by the Superintending Engineer and concurred in by the Acting Sub-Collector in charge. It will be observed that the list includes the line of road from the Nellore frontier to Pondigul, which the Board were of opinion might be transferred to the list of District roads; but as it forms a portion of Trunk Road No. VII., and connects Madras with the important Military station of Hyderabad, it must continue to be treated as Imperial.

Vide paragraph 13 of their Proceedings, 18th June 1867, No. 3,766.

3. In paragraph 2 of their Proceedings, dated 1st November 1867, No. 2,574, Government admitted, on the Board's representation, the principle that where a Government canal intersects a pre-existing road, the cost of restoring the communication by the erection of a bridge should be borne by Imperial Funds, it being understood thereby that where a new line of road is carried across a canal, the expenditure of bridging it must fall on the Road Fund. The Board on a consideration of the largeness of the district, and its being intersected by numerous Irrigation and Navigation Canals, are of opinion that half the expenses of bridging, when the cost exceeds, say, Rupees 2,500, should be borne by Government, as the Road Fund will be found quite insufficient to meet the heavy expenses attendant on the execution of the bridges which must be numerous.

4. It is also equitable that when Government, in the formation of canals yielding increased revenue, render a tract of country abnormally expensive for road making, they should bear a portion, if not the whole, of the expense thus caused by their own acts.

Proceedings of the Madras Government, Revenue Department,
11th November 1868.

No. 179. Proceedings of the Board of Revenue, dated 3rd October 1868, No. 6,990.

Read the following letter from the Acting Collector of Nellore, to the Acting Secretary to the Board of Revenue, dated 3rd July 1868, No. 2,038.

With reference to Government Order, dated 18th April 1868, No. 1,031, I have the honor to forward, herewith, for submission to Government, a complete list of the roads in this district, which the Superintending Engineer agrees with mei should be maintained as Imperial lines. One copy of this list he has forwarded to the Secretary to Government, Department of Public Works.

List of Roads proposed to be maintained from Imperial Funds, Nellore District.

	Length of road. Miles.
Trunk Road No. VI. between Madras frontier and Kistna frontier	169
Trunk Road No. VII. from Mudigonda river to Kistna frontier	28
Road from Nellore to Cuddapah, *via* Dornal Pass...	61
	258

Salt Roads.

A.	From Ponengadu back-water (Sunnapugunta) to thirty-sixth mile-stone on Trunk Road No. VI	2
B.	Tada to back-water near Salt Cotaur	1
C.	Dugrazpatnam to Trunk Road No. VI.	20
D.	Kistnapatam to Ramdoss Chuttrum on Trunk Road No. VI	14
E.	Kistnapatam to Nellore	17
F.	Iskapalli to Allur	5
G.	Tummalapenta to Kavaly	5
H.	Biramgunta to Singaróyakonda	3
I.	Ulapalem (Pakala) to Trunk Road No. VI.	3
J.	Kottapatnam to Ongole	9
K.	Koppolu to Biramgunta	5½
L.	Davarampad to Trunk Road No. VI.	9
M.	Kanuparti, *via* Raperla to Nagalapad	9
		102½

NELLORE,
18*th May* 1868.

(Signed) J. A. C. BOSWELL,
Acting Collector.

(Signed) G. V. WINSCOM, Lieut-Colonel, R. E.,
Superintending Engineer 2nd Division.

WITH the foregoing letter, the Acting Collector submits, with reference to Government Order, Revenue Department, dated 3rd July 1868, No. 2,038, a complete list of roads, which should be maintained as Imperial lines.

2. The list, which is stated to have been prepared in consultation with the Superintending Engineer of the Division, contains sixteen roads, of which the last thirteen are Salt roads.

3. The Board approve of the list, but would add the line from Ongole to the Cuddapah frontier, and are of opinion that the short Salt lines, marked A., B., F., G., H., I., and K., might be maintained from the Salt Budget for "Petty Construction and Repairs."

No. 180. Proceedings of the Board of Revenue, dated 3rd July 1868, No. 4,888.

Read the following letter from the Acting Collector of Cuddapah, to the Acting Secretary to the Board of Revenue, dated on Circuit at Madanapully, 6th May 1868, No. 75.

As directed by Government in paragraph 3 of their Proceedings, dated 18th April 1868, No. 1,031, I have the honor to submit a list of the roads, the construction, repair, and maintenance of which should, in my opinion, and in that of the Superintending Engineer, be charged to Imperial Funds in this district.

List of Roads proposed to be maintained from Imperial Funds.

CUDDAPAH DISTRICT.

1. From Cuddapah to Madras frontier near Ballapully.
2. Do., *via* Goolcherroo Ghaut and Raichoty to North Arcot frontier near Peelair.
3. Do. to Bellary frontier near Talla Podatoor.
4. Do., *via* Hazeepett to Kurnool frontier near Chagulmurry.
5. Do. do. Budwail and Dornal Pass to Nellore frontier.
6. Do. North Arcot frontier near Punganoor, *via* Madanapully and Cadree to Bellary frontier.

(Signed) F. B. MOLONY,
Acting Collector.

(Signed) A. S. MOBERLY, Major, R. E.,
Superintending Engineer, 3rd Division.

WITH the foregoing letter, the Acting Collector of Cuddapah submits a list of roads, the construction, repair, and maintenance of which should, in his opinion, and that of the Superintending Engineer, be charged to Imperial Funds, with reference to paragraph 3 of Government Order, Revenue Department, dated 18th April 1868, No. 1,031. The Board having carefully gone over the list, proceed to make the following observations for the information and orders of Government.

2. Nos. 1 and 3 in the list form Trunk Road No. XIII., and run so close to the Railway that the Board think they ought now to be considered as Local, provided they are in reasonably good order. If not, they should first be put in such order and then transferred.

3. Nos 2 and 6 are Trunk Lines Nos XI. and XII. Both these are unaffected by the rail, and their selection as Trunk lines is sufficient proof of their Imperial character.

Government Order, Revenue Department, 27th January 1868, No. 219.
Government Order, Revenue Department, 7th April 1868, No. 925.

4. No. 4 is the line from Cuddapah to Kurnool, and No. 5 is that from Cuddapah to Nellore, *via* the Dornal Pass. Both these roads have been allowed by Government to be continued as Imperial.

5. The Board observe that the above list is an extremely moderate allotment of Imperial lines for a large district like Cuddapah, with an area of 9,177 square-

miles, a population of 1,351,151, and a gross revenue of Rupees 24,11,878 per annum. The nature of the country is such as to render the cost of the Local lines unusually heavy and quite absorb the Road Fund.

No. 181. Proceedings of the Board of Revenue, dated 27th July 1868, No. 5,444.

Read the following letter from the Collector of Bellary, to the Acting Secretary to the Board of Revenue, dated 30th April 1868, No. 94.

1. With reference to Order of Government, No. 1,031, dated 18th instant, paragraph 3, I have the honor to submit a list, prepared in communication with the Superintending Engineer, of all the roads in this district which we consider should be treated as Imperial roads.

2. Nos, 3 and 10 may, after the completion of the Railway, be transferred to Local Funds, but in the meantime, they must undoubtedly come under the head of Imperial lines. As the Consulting Engineer has recently reported that he does not expect the branch line to Bellary to be open until the close of 1870, or the beginning of 1871, I trust that an adequate sum may be provided in the next Budget for the thorough repair of No. 10. The small sum placed at the disposal of the Superintending Engineer for this purpose is being utilized to the best advantage, but it is wholly insufficient to meet the requirements of the heavy traffic, principally cotton, which passes over this line of communication. It should, if transferred eventually to Local Funds, be handed over in good order. It is now suffering from the neglect of years.

BELLARY DISTRICT.

List of Roads proposed to be maintained from Imperial Funds.

1. From Bellary viâ Alur and Adony to Madaveram.
2. ,, Alur to Asperry, (Kurnool road.)
3. ,, Asperry to Adony, (portion of road from Gooty to Raichore.)
4. ,, Bellary viâ Tornagul, Hospett, and Humpasaugur to Sovainhully.
5. ,, Humpasaugur viâ Hoovinahudagally to Hollal, en route to Coompta.
6. ,, Hospett to Ramandroog.
7. ,, Ramandroog to foot of Nagalapore Ghaut.
8. ,, Ramandroog to Tornagul.
9. ,, Koodutunny to Kumply.
10. ,, Bellary viâ Gooty to Cuddapah frontier.
11. ,, Gooty to Jonnagherry, (portion of road to Raichore.)
12. ,, Gooty to Kurnool.
13. ,, Gooty viâ Anantapore and Pennaconda to Mysore frontier.
14. ,, Bellary viâ Anantapore to Cuddapah frontier.
15. ,, Bellary viâ Hurihall to Mysore frontier.

(Signed) H. E. SULLIVAN,
Collector.

(Signed) A. S. MOBERLY, Major, R. E.,
Superintending Engineer, 3rd Division.

RESOLVED that the foregoing letter, together with the list of roads to be maintained from Imperial Fund, received therewith, be submitted to Government, with reference to paragraph 3 of Government Order, dated 18th April 1868, No. 1,031.

3. Road from Asperry to Adony, portion of road from Gooty to Raichoty.
10. Road from Bellary viâ Gooty to Cuddapah frontier.

No. 1 from Bellary viâ Alur and Adony to Madaveram.
No. 2. Alur to Asperry.
,, 6. Hospett to Ramandroog.
,, 8. Ramandroog to Tornagul.
,, 9. Koodutunny to Kumply.
,, 11. Gooty to Jonnagherry, (portion of road to Raichore.)

2. Of the fifteen roads mentioned in the list, Items Nos. 3 and 10 are, as the Collector states, to be eventually transferred to Local Funds. This will reduce the number to thirteen. The Board, however, are of opinion that the roads specified in the margin should also be considered as local.

3. The roads* leading from Gooty to Kurnool, and from the former place viâ Anantapur and Pennaconda to Mysore frontier, and Gooty to Jonnagherry may, in the opinion of the Board, be also transferred to Local Funds, the Government, however, contributing half the expenses of completion.

* Nos. 11, 12, and 13.

No. 182. Proceedings of the Board of Revenue, dated 10th October 1868, No. 7,260.

Read the following letter from the Collector of Bellary, to the Acting Secretary to the Board of Revenue, dated 12th August 1868, No. 190.

1. With reference to the Board's Proceedings, No. 5,444, of the 27th ultimo, paragraphs 2 and 3, I trust that on consideration they may be inclined to revise the list of roads proposed to be transferred from Imperial to Local Funds for the following reasons :—

No. I. *From Bellary viâ Alur and Adony to Madaveram.*

No. II. *From Alur to Asperry.*

The road from Bellary to Alur, and from that place to Asperry, is a portion of the line connecting the capital towns of Bellary and Kurnool. There is no present prospect of these two places, both important Military stations, being brought into direct communication by Railway, and as the intermediate traffic is comparatively insignificant, I do not think it fair that the maintenance of a line intended mainly for Imperial purposes should be saddled on the Local Fund. In their Proceedings, No. 8,114, of the 17th December 1867, the Board use these expressions :—"If a line connecting the capitals of Kurnool and Cuddapah is not Imperial, neither "will be that connecting Bellary with Kurnool," so that at that time this road was evidently not considered as one for local purposes. The line referred to between Cuddapah and Kurnool was by Government Order, No. 373, of the 3rd February last, Public Works Department, retained as an Imperial work, and I can see no reason for the highway between Bellary and Kurnool being put on a different footing.

Nos. 6 and 8, Hospett to Ramandroog, and on to Tornagul.

In paragraph 2 of their Proceedings, No. 3,352, of the 7th May last, the Board say—

"The Board quite concur with the Collector in opinion that the road referred "to by the Superintending Engineer, namely, the one from Tornagul to Bella-"hoonsy viâ Hospett and Ramandroog 65½ miles is *purely Imperial, and cannot, there-"fore, be properly charged to the District Road Fund.*" It would indeed be hard to

make the people of the Bellary District pay for the maintenance of a road, the greater portion of which lies in foreign territory, and which is maintained solely on account of the Military Sanatarium at Ramandroog. It is of immense benefit to the Soondoor Rajah's subjects, and he might, I think, be fairly called on to contribute towards its maintenance.

Nos. 9, 12, *and* 13.—No. 9 is a portion of the road between Bellary, Kulludghee, and Sholapur, and was transferred by Government Order, No. 2,344, Public Works Department, dated 12th August 1865, to the list of Imperial roads. Nos. 12 and 13 must, I think, at least for the present, be considered Imperial, forming as they do a portion of the trunk line between Bangalore and Secunderabad crossing the Railway at Gooty.

2. It must not be forgotten that the charges on the District Road Fund will increase every year. Much has been, and is now being done towards opening out this extensive district by the construction of new lines of communication, and for the maintenance of these when completed a very large sum will be required. I, therefore, deprecate the Local Funds being saddled with charges which do not legitimately belong to them.

In the foregoing letter, the Collector urges strong reasons against the transfer of certain lines from Imperial to Local Funds, with reference to the proposals made by the Board in their Proceedings, dated 27th July 1868, No. 5,444.

2. In their Proceedings of 27th July, the Board fell into an error, and accordingly make the following proposals in supersession of those communicated in the Proceedings above adverted to.

3. Of the fifteen roads enumerated in the list printed in the body of the Proceedings and recommended both by the Collector and Superintending Engineer to be maintained from Imperial Funds, the Board are of opinion that the Line No. 1 from Bellary to Alur, and No. 2 from Alur to Asperry, forming the high road from Bellary to Kurnool, should be Imperial. They hardly think that the remainder of No. 1, from Alur to Madaveram, can be regarded as Imperial, with the prospect of its eventual supersession by the rail. The same remark applies to No. 3.

3.	Road from Asperry to Adony, (portion of road from Gooty to Raichore.)	4. These roads may fairly be considered Imperial.
4.	From Bellary viâ Tornagul, Hospett, and Humpasaugur to Sovainhully.	
5.	,, Humpasaugur viâ Hoovinahudagally to Hollal en route to Coompta.	
6.	,, Hospett to Ramandroog.	
7.	,, Ramandroog to foot of Nagalapore Ghaut.	
8.	,, Ramandroog to Tornagul.	
9.	,, Koodutunny to Kumply.	
10.	,, Bellary viâ Gooty to Cuddapah frontier.	
13.	,, Gooty viâ Anantapore and Pennaconda to Mysore frontier.	
14.	,, Bellary viâ Anantapore to Cuddapah frontier.	
15.	,, Bellary, viâ Hurihall to Mysore frontier.	

5. Nos. 11 and 12 may be transferred to the Local list, as they cannot be considered Imperial. If No. 12 has not already been completed, a moiety of the expense of completion may fairly be borne by Imperial Funds.

No. 11. From Gooty to Jonnagherry, (portion of road to Raichore.)
No. 12. From Gooty to Kurnool.

6. The district is a very large one and comparatively poor, and, as experience has shown, painfully subject to drought and scarcity. The Road Fund will be comparatively small, and quite inadequate to open it out in such a way as to develope its resources, and save its people from the fatal consequences of its frequently recurring seasons of adversity.

Copy of a letter, No. 1,641, *dated 6th August* 1868, *from the Superintending Engineer, 3rd Division, to the Collector of Bellary.*

1. With reference to the Board's Proceedings No. 5,444 of the 27th ultimo, forwarded with your docket No. 890, of the 4th instant, I have the honor to point out that the roads from Bellary to Alur and from Alur to Asperry form the portion in the Bellary District of the road form Bellary to Kurnool, connecting the capitals of two important districts. In their Proceedings No. 8,114 of 17th December 1867, the Board of Revenue deprecated the transfer of the Kurnool and Cuddapah road to Local Funds, and used the expression "if a line connecting the capitals of Kurnool and Cuddapah is not Imperial, so neither will be that connecting Bellary with Kurnool; and, further, if the criterion is to be the means of Government at once to supply funds for any road, the result will inevitably be that the Road Fund will be overwhelmed before it comes into practical operation."

* G. O. No. 373, dated 3rd February 1868.

The road from Cuddapah to Kurnool has been allowed* by Government to be continued as Imperial.

2. Turning now to Nos. 6 and 8, I would beg to draw your attention to paragraph 3 of my letter No. 3,167 of 24th February 1868, in which I point out that these roads† are, strictly speaking, solely for the benefit of the Sanatarium at Ramandroog, and that the greater portions of them are in the Soondoor Rajah's territory, and the Board in their Proceedings No. 3,352 of 7th May 1868, quite concurred in opinion that these roads were purely Imperial.

† 1. Hospett to Ramandroog.
2. Ramandroog to Tornagul.

3. As regards No. 9, I would point out that the road from Koodatunny to Kumply is a portion of the road from Bellary to Kulladghee and Sholapoor, and that Government, in their Order No. 2,344 of 12th August 1865, in the Public Works Department, authorised its transfer to the list of Imperial Roads.

4. As regards 12 and 13, I would beg to urge that these portions are strictly Imperial, forming part of the trunk line from Bangalore to Secundrabad crossing the Railway at Gooty, and I am at a loss to know the grounds on which the Board recommended their transfer to Local Funds.

No. 1,642, dated 6th idem.

Copy forwarded to the Secretary to Government, Public Works Department, with reference to Board's Proceedings, No. 5,444, of 27th July 1868.

(Signed) A. S. MOBERLY, Major, R. E.,
Superintending Engineer, 3rd Division.

Transferred to the Revenue Department.

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government, P. W. D.

11th August 1868.

No. 183. Proceedings of the Board of Revenue, dated 31st July 1868, No. 5,547.

Read the following letter from the Collector of Kurnool, to the Acting Secretary to the Board of Revenue, dated 2nd May 1868, No. 164.

Referring to the Government Order, No. 1,031, dated 18th April 1868, I have the honor to forward, for submission to Government through the Board, a list which I have prepared in communication with the Superintending Engineer, of the roads the formation, repair, or maintenance of which should hereafter be charged to Imperial Funds.

List of Roads proposed to be maintained from Imperial Funds, Kurnool District.

Road from Kurnool to Bellary as far as Asperry.
Do. to Gooty.
Do. Cumbum including Nundikanama Ghaut.
Do. and Cumbum road to the Nellore frontier.
Do. and Cumbum road at Iyalloor to Cuddapah frontier near Chagulmurry.
Do. Asperry to Jonnagerry.

(Signed) T. A. N. CHASE,
Collector.

KURNOOL,
1st *May* 1868.

(Signed) A. S. MOBERLY, Major, R. E.,
Superintending Engineer, 3rd Division.

THE foregoing letter will be submitted to Government, with reference to their Order, dated 18th April 1868, No. 1,031.

2. The Collector and Superintending Engineer recommend that six roads be regarded henceforth as "Imperial," to be completed and maintained from Imperial Funds.

3. The first is the high road from Kurnool to Bellary by Aloor and Asperry. It connects the chief towns of these districts, has always been considered as Imperial, and its claim to continue to be so regarded seems to the Board indisputable. Traversing as it does the western part of the Kurnool District, its importance will not be diminished by the Railway.

4. The second road is that from Gooty to Kurnool. The Board are of opinion that the entire present and future cost of this line can hardly be thrown on the State. It will, however, be the high road from Madras and Bangalore to Kurnool, and by it Troops and Military stores will, of course, be sent to Kurnool, and consequently a far better description of road than would suffice for the ordinary requirements of the people will be necessary. The Board think that Government should, on these considerations, contribute at least a moiety of the expense of formation and maintenance. The road is manifestly of greater importance than a mere "Railway-feeder," by which term the Board understand not a road which has a Railway at one extremity, but one for the conveyance of the ordinary produce of the country by the ordinary means of conveyance to an adjacent station.

5. The third and fourth are the roads from Kurnool by the Nundikanama Ghaut to Cumbum and the Nellore frontier. The fifth road is described as the line from Ayaloor on the third, above mentioned, to the Cuddapah frontier near Chagulmurry. A more appropriate classification of these lines would be the trunk road from Kurnool to Cuddapah within the district limits, and the line from Ayaloor to the Nellore frontier near Cumbum.

6. As to the line from Kurnool to Cuddapah, the Board have already expressed their opinion that it is most essentially an Imperial line, and Government have for the present acquiesced in this view. It is only necessary, therefore, to point out now that the Collector and Superintending Engineer concur with the Board in their opinion of the character of the road.

G. O., 27th January 1863, No. 219.

7. As to the line from Ayaloor to Cumbum, the Board would express entire concurrence with the Superintending Engineer and Collector. The Cumbum and Doopad Talooks were, till quite recently, part of the Cuddapah District, and were transferred to Kurnool for administrative convenience. They are separated from their present capital by a range of hills, in which Government have valuable forest. In a recent Order, No. 1,769, dated 1st August 1867, Revenue Department, Government remarked that the extensive northern portion of the adjoining Nellore District had no lines of cross communication in it. A glance at the Map will show that the line now under consideration will supply this deficiency, and place the important town of Ongole and the large salt depôts of Chinna Ganjam and Pandurty in direct communication with Cumbum and Kurnool.

8. The last line mentioned by the local Officers is the road from Asperry to Jonnagerry. This will doubtless prove an useful cross-road; but the Board can see nothing to warrant its being considered Imperial. The Board would, therefore, place it on the Local Fund List.

9. The Collector and Superintending Engineer make no allusion to the road from Kurnool to Doopad. This road not only unites an outlying and remote station with the head-quarters of the district, but also connects a wild part of the country with the coast and its salt depôts. From the character of the eastern part of the tract it will be expensive, and the Board think the State ought in justice to contribute a moiety of the expense of its completion.

10. The lines the Board would recommend as Imperial are thus—

1.—Road from Kurnool to the Bellary frontier by Asperry.

2.—Do. from do. to the Cuddapah frontier by Chagulmurry.

3.—Do. from Ayaloor to Cumbum and Nellore frontier.

And those to the completion and maintenance of which Government should contribute equally with the people are—

(1.) Gooty to Kurnool.

(2.) Kurnool to Doopad and frontier of Guntoor and Nellore Districts.

This arrangement will devolve on the Road Fund, a great extent of roads of varying importance, the formation, completion, and maintenance of which will fully absorb it.

No. 184. Proceedings of the Board of Revenue, dated 9th October 1868, No. 7,222.

Read the following letter from the Acting Collector of Madras, to the Acting Secretary to the Board of Revenue, dated Sydapet, 6th October 1868, No. 332.

I have the honor, with reference to Government Order, dated 18th April 1868, No. 1,031, to state that the Superintending Engineer has suggested that

Trunk Roads Nos. 1, 6, 8, and 13, and the road from Madras to Streepermatoor, viâ Coonnatore being also an old trunk line, should be treated as Imperial. I concur in the Superintending Engineer's recommendation, and would add the Salt roads:—

		Miles.
1.	From Cheyaur viâ Chotupakum towards Vandewash to the frontier of this district	20
2.	,, Kalambaukum to Chingleput	17
3.	,, Chunnamkolam to Trunk Road No. 6	4

RESOLVED, that the foregoing letter be submitted to Government, with reference to their Order of the 18th April 1868, No. 1,031.

2. Mr. Thornhill states that the Superintending Engineer has suggested that the roads marginally described should be treated as Imperial, and, concurring in the suggestion, recommends the undermentioned salt roads also to be added to them:—

Trunk Roads Nos. 1, 6, 8, and 13. Road from Madras to Streepermatoor viâ Coonnatore.

		Miles.
1.	From Cheyaur viâ Chotupakum towards Vandewash to the frontier of the district	20
2.	,, Kalambaukum to Chingleput	17
3.	,, Chunnamkolum to Trunk Road No. 6	4

3. The Board approve of the above proposals, with the exception of the two following lines:—

This line should not be included in the Imperial list, as Trunk Road No. 1 connects Streepermatoor with Madras. — Road from Madras to Streepermatoor, viâ Coonnatore.

In lieu of this road, the Board would recommend the line from Covelong to Vandelore to be added to the Imperial list. — Road from Kalambaukum to Chingleput.

No. 185. Proceedings of the Board of Revenue, dated 15th September 1868, No. 6,575.

Read the following letter from the Acting Collector of North Arcot, to the Acting Secretary to the Board of Revenue, dated Chittoor, 9th June 1868, No. 188.

1. Adverting to Government Order, Revenue Department, dated 18th April 1868, No. 1,031, I have the honor to submit a list of all the roads in this district, the formation, repair, or maintenance of which it is proposed, by the Superintending Engineer and myself, should hereafter be charged to Imperial Funds.

2. We retain Trunk Roads I., X., and XI., and discard from the old Imperial list, Trunk Roads Nos. VII. and XIII., from Tripatti to junction with Trunk Road No. XI., and that running immediately parallel to the North-West Line of Railway, substituting in lieu of them the continuations of the three great lines from Trichinopoly to Vellore, Arcot, and Conjeveram, including in the first of these, the portion of road running north of Vellore, viâ the Cautpaudy Station, to its junction with Trunk Road No. X.

List of proposed Imperial Roads in the North Arcot District, prepared in communication with the Superintending Engineer, with reference to G. O., No. 1,031, dated 18th April 1868.

Number.	Name of Road.
1	Trunk Road No. I.
2	Ditto No. X.
3	Ditto No. XI.
4	Road from South Arcot frontier, viâ Poloor, Vellore, and Cautpaudy, to junction with Trunk Road No. X.
5	Ditto ditto. ditto to Arcot, viâ Chetput.
6	Ditto ditto. ditto to Conjeveram, viâ Thellar and Wandewash.

(Signed) G. VANSAGNEW,
Acting Collector.

CHITTOOR,
9th June 1868.

RESOLVED that the list, received with the foregoing letter, of the roads of the North Arcot District, the formation, repairs, and maintenance of which, are proposed to be exclusively undertaken from Imperial Funds, be submitted to Government, with reference to paragraph 3 of their Order, dated 18th April 1868, No. 1,031.

2. The list contains six roads, in all of which the Superintending Engineer is said to have concurred. Mr. VansAgnew proposes to retain as Imperial Nos. I., X., and XI. only of the trunk roads, discarding from the old Imperial list appended to Government Order, Revenue Department, dated 5th January 1865, No. 13, lines Nos. VII. and XIII. as local, in lieu of which he proposes to substitute the three great lines of roads noted in the margin.

1. Road from South Arcot frontier, viâ Poloor, Vellore, and Cautpaudy to junction with Trunk Road No. X.
2. Do. do. to Arcot, viâ Chetput.
3. Do. do. to Conjeveram, viâ Thellar and Wandewash.

3. The Board observe that the line No. VII. is the second class road from Poothalpet on Trunk Road No. 11, to Kircumbaudy on Trunk Road No. 13. The No. VII. just referred to has all along been regarded as one of the trunk lines, though the real Trunk Road No. VII. is from near Ongole on Trunk Road No. 6 to the Hyderabad frontier at Pondigal, on the south bank of the Kistna river. The road in question should, therefore, be treated as local, and it will accordingly be excluded from the list of Imperial roads, as proposed by the Acting Collector and Superintending Engineer.

4. As regards Trunk Road No. XIII., the reason assigned for excluding it from the Imperial list is that it runs parallel to the North-West Line of Railway. The Board attach no importance to the circumstance of portions of trunk roads running parallel to a Railway. The importance of the parts is no doubt lessened; but the expense of maintaining is also correspondingly diminished, and there is a manifest administrative convenience in retaining the great lines Imperial in their integrity. A fragmentary distribution of them is undesirable. The Board are, therefore, of opinion that the road in question should be retained as Imperial.

5. The suggestion of Mr. VansAgnew to substitute the three lines named above, on the other hand, does not commend itself to the Board. They do not see how portions of them in North Arcot alone can be made Imperial, without, at the same time, making their continuations in the South Arcot and Trichinopoly Districts also Imperial. This would impose an undue burden on the State.

6. The Board, moreover, observe that, of these three lines, the last, viz., that from Thellar to Conjeveram, viâ Wandewash, is a completed work, and that a maintenance allowance of Rupees 3,800 has been provided for the work in the current year's District Road Fund Budget, and that portions of the other two roads are still in progress, though no estimates have yet been submitted for them. The Board request that the Government will contribute from Imperial Funds a moiety of the expenditure which may be required for the completion of these two works, as the Road Fund of the district will soon be entirely absorbed in maintenance allowances alone.

No. 186. Proceedings of the Board of Revenue, dated 1st August 1868, No. 5,596.

Read the following letter from the Collector of South Arcot, to the Acting Secretary to the Board of Revenue, dated Trekalore, 9th May 1868, No. 105.

1. With reference to the Orders of Government, No. 1,031, of 18th April last, I have the honor to submit a list of roads in this district, the formation, repair, and maintenance of which should, in my opinion, be charged to Imperial Funds.

2. This list will be found exactly to correspond with that submitted to Government by the Superintending Engineer of the Division, Colonel Foord and

myself being fully agreed as to what roads are properly chargeable to Imperial Funds, and what to Local Funds, and the cost of all other roads than those mentioned in this list it will be understood are debitable solely to the latter.

FIFTH DIVISION—DEPARTMENT OF PUBLIC WORKS.

List showing the roads, the formation, repair, or maintenance of which is proposed to be charged to Imperial Funds—vide G. O., No. 1,031, dated 18th April 1868, R. D.

District.	Names of Roads.	No. of Miles.	Amount of Estimate or Maintenance Allowance.	Government Order sanctioning the Estimate or Maintenance grant.	Remarks.
1	2	3	4	5	6
			RS.		
	Roads, the maintenance of which is proposed to be continued from Imperial Funds.				
	Trunk Road No. 8 from Acherwak to the Vellaur.	91	18,200	17th Jan. 1857, No. 124.	
	Do. No. 9 from Papanapat to the Coleroon.	62	6,200	Do.	
	Road from Cuddalore to the Salem frontier viâ Virdachellum.	68	7,900	No. 2,349.	
	Do. from Tindevanum to Cuddalore by Mylum and Pondicherry.	29	5,800	Do.	
	Do. from Cuddalore to Trunk Road No. 9, and thence to Trunk Road No. 8.	28	4,200	Do.	
	Do. from Tindevanum to Mercanum.	20	3,000	18th Nov. 1865, No. 3,482, 17th Jan. 1857, No. 124, and 15th Mar. 1866, No. 858.	
	Do. from do. to the Salem frontier viâ Trinomalay.	71	7,100	.....	
	Do. from Oolundoorpett to do., viâ Cullacoorchy.	37	5,550	18th Nov. 1865, No. 3,482.	
	Do. from Porto-Novo to Trunk Road No. 9.	16	3,200	29th May 1861, No. 1,006.	
	Do. from Cuddalore to the Coleroon.	28	4,200	7th May 1867, No. 1,389.	
	Salt roads to Tiagavelly and Goondalum.	...	450	23rd Oct. 1854.	
	Road from Chunampett Salt pans to Alatoor.	5	500	14th June 1865, No. 1,629.	
	Do. round the Mercanum Salt platforms from Cundand to the Thembakum bridge.	5	500	19th Sept. 1866, No. 3,011.	
	Roads proposed to be constructed from Imperial Funds.				
	Road from Pondicherry to the Mercanum Salt pans.	19	49,000	G. O., No. 80, of 10th Jan. 1867.	

South Arcot.

These roads are now being maintained from Imperial Funds, and the Superintending Engineer is of opinion, that none of them should be transferred to the Local Funds, nor should any be added to this list from those now maintained out of the Local Funds.

(Signed) C. W. READE,
Collector.

With the foregoing letter, the Collector submits a list of roads in his district, the formation, repair, and maintenance of which should be charged to the Imperial Funds, with reference to paragraph 3 of Government Order, dated 18th April 1868, No. 1,031.

2. The Board approve of the list with the exception of the road from Oolundoorpettah to the Salem frontier, which they consider should be regarded as a district line.

3. The Board consider that the line from the important Salt pans of Mercanum to Pondicherry, and the bridging of the equally important line from Virdachellum to Salem, should be completed as soon as possible from Imperial Funds.

	Rs.
Total of the estimates as given in the Collector's list	1,15,800
Deduct cost of constructing the Salt road from Pondicherry to Mercanum Salt pans	49,000
Net maintenance allowance...	66,800
Deduct the maintenance allowance for the line from Oolundoorpet to the Salem frontier	5,550
	61,250
Add maintenance allowance for the road from Pondicherry to the Mercanum Salt pans, a distance of nineteen miles at 100 Rupees a mile ...	1,900
	63,150

4. Deducting the maintenance grant of Rupees 5,550 for the road mentioned in paragraph 2 of these Proceedings, and adding an allowance of Rupees 100 per mile for the road from Pondicherry to Mercanum Salt pans after its formation, the total annual cost to Government will be Rupees 63,150, or a little more than two per cent. on the Land Revenue of Fusly 1276. This is considerably less than what the ryots contribute, while the interests of the State in connection with its salt, as well as Land Revenue, are greater than those of the ryots.

5. The Road Fund will be tasked to its fullest capacity in making and maintaining the other roads of the district.

No. 187. Proceedings of the Board of Revenue, dated 8th October 1868, No. 7,178.

Read the following letter from the Collector of South Arcot, to the Acting Secretary to the Board of Revenue, dated Cuddalore, 27th August 1868, No. 208.

In reference to the Proceedings of the Board, dated the 1st instant, No. 5,596, approving, with certain exceptions, the list submitted by me of roads in this district, the formation, repair, and maintenance of which it is proposed to charge to Imperial Funds, I have the honor to forward copy of a letter* from the Superintending Engineer, 5th Division, in which he objects to the transfer from the Imperial Fund to the Local, of the road from Oolundoorpet to the Salem frontier.

2. I fully concur with Colonel Foord in all he states against the transfer, and trust, therefore, that no change will be made in the list of roads to be maintained from Imperial and Local Funds, as agreed to by Colonel Foord and myself.

* Dated 24th August 1868, No. 150.

From the Superintending Engineer, 5th Division, to the Collector of South Arcot, dated Oossoor, 24th August 1868, No. 150.

1. In reply to your letter of the 14th of August, No. 169, I have the honor to inform you that it will not be expedient to transfer the road from Oolundoorpet to the Salem frontier, from the Imperial to the Local Fund.

2. The Board, in making the suggestion, have overlooked the fact that the road is part of the main line from Cuddalore to Salem, and that though there is the alternative line through Virdachellum, by far the greater portion of the through traffic goes by Oolundoorpet and Kullakurchi.

3. This portion of the road has always been entered separately in the South Arcot list of roads, because the road from Cuddalore does not go direct to Oolundoorpet, but joins Trunk Road No. 8, about seven miles north of Oolundoorpet, in order that one bridge over the Guddelum might serve for both roads. The seven miles of Trunk Road No. 8, also form a part of the road from Cuddalore to Salem.

4. Another reason for entering the portions of this road, east and west of Oolundoorpet, separately, is that one is in the First Range, and the other in the Third Range.

5. There is no road in the division on which there is more traffic, both on the portion in the South Arcot District, and on that in the Salem District. In fact, the traffic is so heavy that the Collector of Salem has recently suggested that the maintenance allowance should be increased.

6. The road from Cuddalore to Salem may be said to consist of three portions, first, Cuddalore to Oolundoorpet; second, Oolundoorpet to the frontier; and third, frontier to Salem. It would not be advisable to class the first and third portions as Imperial, and the intermediate as Local.

7. It would be better to transfer the road from Virdachellam to the frontier to the Local Fund, only that road is still in a very unfinished state, many bridges having yet to be built. Or the road to Merkanum, when made, might be classed as Local. Either of these transfers would be preferable to the one proposed.

Submitted to Government in continuation of the Board's Proceedings, dated 1st August 1868, No. 5,596.

2. Under the opinion expressed by the Superintending Engineer, and concurred in by the Collector, the Board now recommend that the road from Oolundoorpet to Salem frontier be added to the Imperial List.

No. 188. Proceedings of the Board of Revenue, dated 6th October 1868, No. 7,075.

Read the following letter from the Collector of Tanjore, to the Acting Secretary to the Board of Revenue, dated Point Calimere, Tritrapundi Talook, 26th June 1868, No. 145.

1. As directed in the Board's Proceedings, dated 14th November 1867, No. 7,428, I have the honor to submit, herewith, two Statements, Nos. 1 and 2, and one Map connected with the system of roads in this district, prepared in communication with the Superintending Engineer, 6th Division.

2. Statement No. 1 shows all the roads in the district, completed, in progress, or projected, and the amount of annual maintenance allowance for each. No. 2 shows the probable outlay required for reforming existing roads, for completing unfinished, or for forming new roads, with a short description of each. All these roads are shown in the Map in their different stages, in distinctive colors, as directed in paragraph 4 of the Proceedings under reply.

3. Both Captain Oakes and myself have come to the conclusion that the three roads noted in the margin alone should hereafter be classed as Imperial, and all the rest as Local, and it is according to this division that the scheme and the Map have been prepared.

1. Trunk Road No. IX.
2. Road No. 1 from Negapatam to Trichinopoly, viâ Tanjore.
3. Road No. 2 from Trichinopoly to Anikaran Choultry—*vide* Board's Proceedings, dated 26th August 1867, No. 5,508, also letters to Board, dated 12th October 1867, No. 192, and 20th November 1867, No. 224, respectively.

4. The Board will observe from Statement No. 2 that Rupees 13,05,478 are required for the proposed improvements to the existing lines and formation of new ones. The maintenance allowance as now revised comes to Rupees 59,307-8-0, and Captain Oakes states that as the roads now in progress are completed, it may rise to Rupees 75,969, or even higher, should any of the roads be metalled.

5. The annual income from the Road Cess is estimated at about two lacs of Rupees, and the present scheme, therefore, would more than fully employ it for seven years.

6. Many of the roads shown on the Map as completed and bridged are provided for in Statement No. 2, and regarding such the Superintending Engineer observes thus:—"Many of the so-called roads are mere tracks, and others where "they run along river banks require raising, widening, or both."

7. A glance at the Map will show that the present scheme fairly provides for the want of this district with regard to roads, the whole forming a net work as it were. It is not denied that many more cross roads from the main lines to villages or groups of villages are required, but these, Captain Oakes says, will each be about a mile long, and can be provided for separately as occasion may require.

8. I take this opportunity to reply to the Government Order, No. 1,031, of 18th April 1868, in the Revenue Department. Statement No. 1 will supply the place of the list called for to show the classification of roads into Imperial and Local. There are no roads in this district, which are recommended to be newly formed or put in order from Imperial Funds, and transferred to Local Funds for maintenance.

Enclosures Nos. 1 and 2.—Statements.

Enclosure No. 3.—Map.

With the foregoing letter the Collector submits two complete Statements of the road system of the district, with reference to the Board's Proceedings, dated 14th November 1867, No. 7,428, and states that Statement No. 1 supplies in part the place of the list of roads to be treated as Imperial, called for in Government Order, Revenue Department, dated 18th April 1868, No. 1,031.

	M.	F.
* 1. Trunk Road No. 9 from the Lower Coleroon Anicut to Combaconum...	13	4
2. Road from Tanjore to Negapatam and west of Tanjore	72	0
3. Road from the Grand Anicut to the Coleroon at Sheally, and from the latter place to Anakaren Chuttrum	82	4
Miles...	168	0

2. The Statement No. 1 comprises eighty-five roads, aggregating a mileage of 1,363.

3. The Collector and Superintending Engineer propose that three* of these only shall be regarded as Imperial.

4. According to this plan, the State would keep up 168 miles of road at an annual expense of Rupees 22,125.

5. The people of the district will be saddled with 1,195 miles of road, which, it will cost thirteen lacs to complete, and upwards of 80,000 Rupees annually to maintain, and this is exclusive of village roads.

	Rs.
* Land Revenue	42,49,000
Customs	4,78,000
Salt	11,36,000
	58,63,000

6. The Tanjore District has a population of 1,730,000, and its gross revenue, in Fusly 1277, was 68 lacs in round numbers. The revenue from those sources,* which are especially affected by the state of the roads, was upwards of 58½ lacs.

7. Such a distribution of the burden, between the State and the people, is manifestly inequitable, and involves an infraction of the pledges under which the Road Cess was introduced.

8. The Board concur with the Collector and Engineer as to the three roads named by them. They would, however, add the following roads for the reasons assigned in each case:—

No. 5. Tanjore to Combaconum, 23 miles.
No. 12. Aduthoray to Tranquebar, 26-4.
} These roads connect Tanjore, the capital of the district, with Combaconum, the next most important town and the locale of the Provincial School, and with Tranquebar, where the second Zillah Court of the district is established. There cannot be a question of the obligation of the State to keep up the means of communication between the places of such general and official importance.

No. 3. Portion from Adrampatam to Gendracottah, 32 miles.
No. 8. Puttucottah to Tanjore, 40 miles.
} These are salt lines connecting the large Salt depôt of Adrampatam with Tanjore, and running through a tract of country, which must draw its supplies of salt from that station.

No. 60. From Kattumavady Salt Depôt to Arundhangy, 20 miles.
} This is also a salt road.

No. 18. Mannargudy to Vedaraniem, 34 miles.
} Do. do. The tract of country through which this line passes is not affected by the Vedaraniem and Negapatam canal, nor by the Railway.

No. 36. Portion from Negapatam to Tranquebar, 20 miles.
} This connects the station of the Civil and Session Judge with Negapatam, and is part of the old Imperial Coast line.

No. 28. Road from Tranquebar to Sheally, 18 miles.
No. 31. Road from Mayaveram to Road No. 28, 11 miles.
} These connect the large towns of Sheally and Mayaveram with Tranquebar, the station of the Court.

9. The above additions would raise the Government share of roads from 168 miles to 392, and the maintenance charges from Rupees 22,125 to Rupees 41,963. The outlay necessary for completing these lines would be Rupees 2,50,000.

10. There would still remain as a burden on the people a mileage of 962, which will cost Rupees 10½ lacs to complete, and Rupees 60,000 annually to keep up. The completion of these will absorb the Road Fund for the next four-and-a-half years, and after all there will be a considerable extent of village roads to be made.

11. Calculated on the revenue of 58 lacs given in paragraph 6, the Government allowance for maintenance is under one per cent., while the people are taxed at the rate of 3⅛ per cent. Much of the expense of road-making in Tanjore is owing to the manner in which the district, like the Godavery and Kistna Districts, is

intersected by the Irrigation channels of the Government. The Board are, therefore, of opinion that, as proposed* by them in the case of those districts, Government should contribute a moiety of the cost of all bridges, where this exceeds 2,500 Rupees.

* Board's Procs. 7th August 1868, No. 5,722.
Do. 5th September 1868, No. 6,307.

No. 189. Proceedings of the Board of Revenue, dated 27th August 1868, No. 6,152.

Read the following letter from the Acting Collector of Trichinopoly, to the Acting Secretary to the Board of Revenue, dated 28th May 1868, No. 106.

As directed in the Government Order, as per margin, I have the honor to forward, for submission to Government in the Revenue Department, the accompanying list of roads in this district, which I propose should be maintained from Imperial Funds.

No. 1,031, dated 18th April 1868.

List of the roads in the District of Trichinopoly, the formation, repair, or maintenance of which shall hereafter be charged to Imperial Funds.

No.	Name of the roads.	Remarks.
1	Trunk Road No. VIII.	
2	Road from Trichinopoly to Tanjore, *via* Tuwagudi.	
3	Road from Trichinopoly to Salem, *via* Museri.	
4	Road from Trichinopoly to Caroor.	
5	Do. do. to Dindigul.	
6	Do. do. to Madura.	
7	Do. do. to Trunk Road No. IX., *via* Woodiarpolliem.	
8	Road from Trichinopoly to Salem, *via* Torriore.	This road is under construction from Imperial Funds. After its completion, I recommend that the repair and maintenance connected therewith should be charged to Local Funds.

NOTE.—With the exception of the roads mentioned in this list, all other road work shall be provided for from Local Funds. This list has been prepared in concurrence with the opinion of the Superintending Engineer.

TRICHINOPOLY,
28th May 1868.

(Signed) C. T. LONGLEY,
Acting Collector.

RESOLVED that the foregoing letter, together with the list of roads proposed to be maintained from Imperial Funds, be submitted to Government, with reference to their Order, dated 18th April 1868, No. 1,031.

2. The Board generally approve of the Acting Collector's proposition to retain as Imperial the several roads enumerated in the list, which appears to have been prepared with the concurrence of the Superintending Engineer.

3. Mr. Longley includes in the list the road from Trichinopoly to Caroor, without making any allusion whatever to the Board's Proceedings of the 27th March 1868, No. 2,232, in which it was decided that this line should be treated as Local. It will also be observed that the Government, concurring in the view taken by the

Board, have withdrawn the provision of Rupees 8,166, made for this road in the current year's Imperial Budget.

See paragraph 3 of G. O., P. W. D., dated 29th April 1868, No. 1,315.

4. At the foot of the list above referred to, the Acting Collector enters separately another road, namely, that from Trichinopoly to Salem, viâ Torriore, the repair and maintenance of which he recommends should be charged to Local Funds, after the completion of the work; but

Dated 23rd August 1867, No. 5,453, paragraph 19.
,, 27th March 1868, ,, 3,232, ,,

5. in their Proceedings marginally noted, the Board have decided that the line should be treated as Imperial, and they see nothing advanced afresh to induce them to alter their opinion.

5. In their Order,* sanctioning the revised settlement of the Trichinopoly District, Government themselves admitted that a liberal road allotment should be made for that district, and the Board think that the present proposal is fair and moderate.

* Dated 5th April 1864, No. 577, paragraph 23.

No. 190. Proceedings of the Board of Revenue, dated 10th October 1868, No. 7,259.

Read the following letter from the Acting Collector of Madura, to the Acting Secretary to the Board of Revenue, dated Madura, 7th July 1868, No. 181.

1. With reference to the Proceedings of Government and the Board noted marginally, I have the honor to submit a classified list of the Madura roads, and to enclose a Map in which the present state of the district communications is clearly shown.

Govt. Procs., 18th April 1868, No. 1,131.
,, 29th ,, ,, 1,315.
Bd.'s Procs., 14th Nov. 1867, ,, 7,428.

2. Colonel Wilkieson and I, after due consideration, are of opinion that the road from Kottampatti to Cullicudi, which passes through Melur, Madura, and Terumangalam; the road from Voyalur to Paumben, viâ Palani, Dindigul, and Madura; the road from Madura to Panthalagudi, viâ Kariputti and Arupukottai; the road from Dindigul to Vettanum, viâ Nattam, Kottampatti, and Tiruputtur; and the road from Gudalur to Pallaputti, viâ Chinnamanur, Periacolum, and Buttalagunta; should be classed as Imperial and maintained from Imperial Funds.

3. We are of opinion that the remaining roads can be made and kept in repair from the Local Funds. At present the district communications are in a very backward state, but with care and a judicious expenditure of the available funds, I anticipate a rapid and continuous improvement. The roads we propose to class as Imperial are numbered in the enclosed list and Map; those we consider should be made local are lettered. This system renders them easily distinguishable from each other in future Budgets.

4. A line of road from Ammayanaikanoor to Pulkanooth direct has been sanctioned as a portion of the estimate of Rupees 1,65,000, for constructing the road from Tirumungalum to Palani up to Coimbatore boundary. This road is not of much importance, and will, when the Railway is open, be almost unused; for these reasons we consider that this line should be abandoned, and the balance of the funds allotted for it expended on the unmade portion (nine miles) of the road

between Ammayanaikanoor and Dindigul. This would complete the communication between Madura and Dindigul.

5. We are further of opinion that the road from Dindigul to Caroor is of much importance to the district, and would transfer to it the money allotted for the works noted below, as we consider them of minor importance:—

	RS.	A.	P.
Road from Nelacotta to Thengasy	11,000	0	0
Do. from Madura to Alaghercovil	5,000	0	0

6. With reference to the Adalur Ghaut, referred to in the Proceedings of the Board, dated 2nd June 1868, No. 4,053, I consider that it will be a great convenience to the people of the lower Palanis, and that it should be commenced a once. Colonel Wilkieson concurs with me in this opinion. He sends a rough estimate of the probable cost of its construction, and informs me that Mr. J. M. Bell, Assistant Engineer on special duty at Streevygundum Project, has been ordered to lay out the ghaut. His services will be available for the next three months, during which time he is not required to be at Streevygundum. I therefore solicit early sanction for the proposed transfer.

7. In conclusion, I have the honor to solicit the early orders of Government and the Board on the proposed transfers submitted for their consideration. Though there is not much absolute want, the people in the Sub-division are badly off, and the expenditure of the money I now ask for would afford a seasonable relief to the poorer classes.

ENCLOSURE No. 1.—List.

ENCLOSURE No. 2.—Map.

WITH the foregoing letter, the Acting Collector submits, with reference to Board's Proceedings, dated 14th November 1867, No. 7,428, and Government Order, Revenue Department, dated 18th April 1868, No. 1,031, a classified list of the roads in the district, prepared in communication with the Superintending Engineer of the Division.

1. Road from Kottampatti to Cullicudi, which passes through Melur, Madura, and Terumangalam.
2. Do. from Voyalur to Paumben, viâ Palani, Dindigul, and Madura.
3. Do. from Madura to Panthalagudi, viâ Kariaputti and Arupukottai.
4. Do. from Dindigul to Vattanum, viâ Nattam, Kottampatti, and Tirupattur.
5. Do. from Gudalur to Pallaputti, viâ Chinnamanur, Periacolum, and Buttalagunta.

2. The list comprises thirty-six roads, and the Acting Collector and Superintending Engineer recommend that the five roads, marginally noted, be classed as Imperial and maintained from Imperial Funds, the remaining thirty-one roads being made and kept in repair from the District Road Fund.

3. The Board approve of the proposed classification, with the exception of the road marked B., which is a salt line, and which should, therefore, be transferred to the Imperial list.

B., Road from Shoyelgoody to Kariaputty.

4. The mileage of Imperial lines is large, owing to the size of the district. Including B. they will aggregate 517 miles; but the district lines, excluding village communications, are 985 miles in length, and will cost eight lacs of Rupees to complete.

5. In paragraphs 4, 5, 6, and 7 of the foregoing letter, the Acting Collector, with the concurrence of the Superintending Engineer, proposes and urges certain transfers of allotments; but as they are out of place here, orders will be passed on them in a separate Proceedings.

No. 191. Proceedings of the Board of Revenue, dated 12th October 1868, No. 7,301.

Read again letter from the Collector of Tinnevelly, dated 8th June 1868, No. 257, recorded in Board's Proceedings, dated 28th July 1868, No. 5,457.

Read also the following letter from the Collector of Tinnevelly, to the Acting Secretary to the Board of Revenue, dated Tinnevelly, 25th August 1868, No. 362.

1. I have the honor to forward the revised Statement, called for in Board's Proceedings, No. 5,457, dated 28th July last.

2. When this district has its Railway, all the salt we can make at Arasadi and Tuticorin will be carried inland by rail, but a cross-road from Vypar to Sattur will probably deliver salt cheaper at Sattur, than it could be brought there by rail from Tuticorin, so the demand for Vypar salt may be expected to increase very largely when the Railway reaches Sattur, or by about the time that the cross-road would be ready for traffic. This cross-road A. would strike Imperial Trunk Road No. 4, as well as the cotton road and the Railway at Satur, and it is therefore but reasonable to class it as imperial.

3. The only other road I can think of to transfer to imperial is that portion of D., about thirty-three miles in length, that leads from our best southern salt-pan (Coilpatam) to Palamcottah. This is nominally the Palamcottah and Trichendur road, but Coilpatam is a much more important terminus than Trichendur, and the Trichendur line should branch off at Alwartirinagari along the channel and Kadamba tank bank, instead of from Nallur further east as proposed. The section from Nallur to Trichendur has never yet been commenced, so there will be nothing lost if the name of Trichendur is expunged altogether from this line of road, which might be styled Palamcottah and Coilpatam, and be classed as imperial in future.

4. The transfer of sixty-seven miles of road from local to imperial will make the length of imperial main lines 300 miles, and the length of local main lines 441 miles, and I cannot suggest any further transfers.

5. I had *lettered* the local lines purposely to avoid confusing them with the imperial lines which are already numbered; but a change is easily made, and the local lines will stand as under, if divided, as the Board suggest, into more convenient lengths:—

1. Vypar to Palamcottah.
2. Attur to Tinnevelly.
3. Palamcottah to Kalladakurichi.
4. Tinnevelly to Patalpudur.
5. Tinnevelly to Rajapalayam.
6. Arumugamangalam to Alagiyapandiapuram.
7. Kuppeikurichi to do.
8. Virdupatti to Kadayanellur.
9. Madura frontier to Panagudi.
10. Tisayanveli to Kalakad.
11. Viziapati to Ervadi.

In the first of the foregoing letters, the Collector submitted a scheme for local roads, with reference to the Board's Proceedings, dated 14th November 1867, No. 7,428. The Board were of opinion that the proportion of imperial lines was unduly small, and therefore suggested a reconsideration of the relative proportions by the Collector and Superintending Engineer, in connection with Government Order, Revenue Department, dated 18th April 1868, No. 1,031.

2. In the second letter, the Collector suggests transfer of the two roads marginally described from the local to the imperial list, and submits a revised list of local lines.

	Miles.
A. Road from Vypar to Sattur	34
D. Portion of road from Trichendur to Rajapalayam	33
	67

Vide Board's Proceedings, dated 12th September 1867, No. 5,863.

3. The Board observe that the subject of the classification of the roads of the district has been very fully discussed between the Board and the Collector, and that the correspondence has been laid before Government. As a final settlement of the question, the Board would propose that the following roads be declared imperial:—

Description of road.	Total length.	Present condition.	Remarks.
I. Trunk Road No. 4 from Madura by Virdupaty, Sattur, Palamcottah, Nangunery, and Panagoody to Travancore frontier.	104	Finished ...	No. 4 in Collector's Map.
II. Great Cotton and Salt road from Madura by Vemboor and Ettiapoorum to Tuticorin	70	Do. ...	Nos. 5 and 6 in do.
III. Salt line from Vypar pans by Vellaticolum, Sattur, and Shivakasy to Streevellipootoor...	60	25 miles do.	No. 5 and A. in do.
IV. Tuticorin through Tinnevelly and Tenkasy to frontier	68	In progress.	No. 8 in do.
	302		

4. This arrangement allows 300 miles of imperial road to the district, of which 200 are completed and 68 in progress. The district has an area of 5,146 square-miles, and a population of 1,521,168 souls, and yielded a revenue from all sources of Rupees 39,42,787 in Fusly 1277. Viewed in this light, the assignment is extremely moderate.

5. The district lines, excluding village communications, comprise a length of 700 miles, and are estimated to cost 6½ lacs of Rupees, and to require eight yards for completion. Viewed in this light, also, the assignment must be admitted to be very moderate.

—

No. 192. Proceedings of the Board of Revenue, dated 12th October 1868, No. 7,300.

Read the following letter from the Collector of Coimbatore, to the Acting Secretary to the Board of Revenue, dated 6th October 1868, No. 228.

With reference to paragraph 3 of Government Order, dated 18th April 1868, I have the honor to forward a list of roads which the Superintending Engineer and

I have concurred in considering, should be maintained from Imperial Funds, with the understanding that all other road-work must be provided from Local Funds.

—

SEVENTH DIVISION.—DEPARTMENT OF PUBLIC WORKS.

List of Roads, the formation repair, or maintenance of which is proposed to be charged to Imperial Funds.

Number.	Name.	Amount of annual allowance as proposed by the Superintending Engineer, 7th Division.	Remarks.
	Coimbatore District.	RS.	
1	Road from Coimbatore by Pullachy and Oodamulpettah to the Madura frontier to the Ambravutty river, 48 miles, at 110 Rupees per mile...	5,280	
2	Do. from the Mysore frontier by Hassanoor Ghaut to Sattiamungalam, 24 miles, at do.	2,640	
3	Do. from Sattiamungalum by Gopichettipolliem to the Errode Railway Station, (with branch from Bhowany No. 1 to Chittode,) 36 miles, at do. ...	3,960	
		6,600	
4	Do. from Oodamulpettah by Dharapooram and Chinna Dharapooram to Caroor, 60 miles, at do.	6,600	
5	Do. from Errode Railway Station to Colligal and the Mysore frontier by the Burghoor Ghaut, 90 miles, at 110 Rupees per mile	9,900	
6	Do. from Cullar at foot of Coonoor Ghaut to the Railway Station at Coimbatore, 33 miles, at 110 Rupees per mile	,3630	
7	Do. from the Caroor Railway Station to the foot of the Coonoor Ghaut, 95 miles, at 110 Rupees per mile... ...	10,450	
8	Trunk Road No. 5 from Walliar Chuttrum to Chittode near Bhowany with Somanoor, Ootakooly, and Perindoray Railway feeders, 85 miles, at 110 Rupees	9,350	
9	Road from Coimbatore by Pulladum to Kongayem, 42 miles, at 110 Rupees per mile	4,620	
	Special repairs to roads	5,000	
	Total ...	61,430	

COIMBATORE,
6th October 1868.

(Signed) A. WEDDERBURN,
Collector.

—

WITH the foregoing letter, the Collector submits a list of roads which should be maintained from Imperial Funds, with reference to Government Order, Revenue Department, dated 18th April 1868, No. 1,031.

2. The list, which appears to have been prepared in consultation with the Superintending Engineer, contains nine roads which, with their branches aggregating 513 miles, should be declared imperial. They are noticed *seriatim*:—

No. 1. From Coimbatore by Pullachy and Oodamulpettah to the Madura frontier.
Length ... ... 48 miles.
Maintenance allowance ... ... 5,280 Rs.

This is an important line, and much traffic passes along it from Malabar and Coimbatore. The portion in the Madura District is also included in the Imperial List.

Nos. 2. and 3. From the Mysore frontier by the Hassanoor Ghaut and Suttiamungalam to Errode with branch from Chittode to Bhowany.
Length ... .. 34 miles.
Maintenance allowance ... ... 6,160 Rs.

This line connects the Collegal Talook and Mysore with the Railway. The branch is part of Line No. 8. There can be no question of the imperial importance of this line.

No. 4. From Oodamulpettah to Caroor.
Length ... ... 60 miles.
Maintenance allowance ... ... 6,600 Rs.

This is manifestly a district line, and should, in the opinion of the Board, be removed from the imperial List.

No. 5. From Errode to Collegal and Mysore by Burghoor Ghaut.
Length ... ... 90 miles.
Maintenance allowance ... ... 9,900 Rs.

This is also a line of imperial consequence, and the ghaut is now being completed by the Public Works Department. It should continue as imperial.

No. 6. Pothanoor Railway Station to Cullar.
Length ... ... 33 miles.
Maintenance allowance ... ... 3,630 Rs.

This line is now local, and should certainly continue so. It will be superseded by the projected Railway to the foot of the Hills. The portion from the Railway Station to the further limits of the town of Coimbatore towards Cullar is kept in repair by the Municipality out of the tolls they are allowed to levy on the traffic by this road.

No. 7. From Cullar to Caroor.
Length ... ... 95 miles.
Maintenance allowance ... ... 10,400 Rs.

This road is also clearly a district line.

No. 8. Trunk Road No. 5, from Walliar to Chittode near Bhowany, with three branches.
Length ... ... 85 miles.
Maintenance allowance ... ... 9,350 Rs.

This is clearly imperial as far as Bhowany, but the three branches are short Railway feeders, and must be included in the district list.

No. 9. Coimbatore by Palladum to Kongayem.
Length ... ... 42 miles.
Maintenance allowance ... ... 4,620 Rs.

This is certainly a district line, and falls on the Road Fund.

3. The result of the modifications now proposed is to reduce the mileage of imperial roads from 513 to 279 miles, or by 234 miles, and the maintenance charge from Rupees 61,430* to Rupees 35,690, or by Rupees 25,740.

* This includes a sum of Rupees 5,000 for "Special repairs to roads."

Area excluding hills in square-miles 7,991
Population 1,392,596
Revenue 29,70,714

5. The district is a large and populous one, and the present proposals are certainly a very moderate assignment.

No. 193. Proceedings of the Board of Revenue, dated 28th August 1868, No. 6,176.

Read the following letter from the Collector of Salem, to the Acting Secretary to the Board of Revenue, dated 8th May 1868, No. 117.

With reference to the Proceedings of the Madras Government, under date the 18th ultimo, No. 1,031, I have the honor to enclose a list of roads in this district which are properly to be chargeable to Imperial Funds. The entry of the first six in the list has the concurrence of the Superintending Engineer. The seventh is simply a continuation to the Ahtur Railway Station of No. 6. In regard to the eighth (Oossoor and Mayloor road), it has already been decided that it should be completed from Imperial Funds, and then transferred to the head of local roads.

FIFTH DIVISION, D. P. W.

List showing the roads, the formation, repair, or maintenance of which is proposed to be charged to Imperial Funds—Vide G. O., No. 1,031, *dated* 18*th April* 1868, *in the Revenue Department.*

District.	Name of roads.	Number of miles.	Amount of estimate or maintenance grant.	Government Order sanctioning estimate or maintenance grant.	Remarks
	Roads, the maintenance of which is proposed to be continued from Imperial Funds.		Rs.		
Salem.	1. Trunk Road No. 5	120	12,000	6th Dec. 1861, No. 2,241.	
	2. Do. No. 1	68	10,200	25th Sept. 1865, No. 2,828.	
	3. Road from Oossoor to Admoncotta.	54	4,050	3rd do. 1859, No. 2,122.	
	4. Salem and Trichinopoly road ...	40	10,000	5th Oct. 1861, No. 1,830.	
	5. Road between Salem and South Arcot frontier.	42	6,300	11th July 1860, No. 1,487.	
	6. Road from the head of the Salem Ghaut to Taylor's Saddle.	4	400	1st Jan. 1867, No. 1,647.	
	7. Continuation of the above to the Ahtur Station.				
	8. Road from Oossoor to Mayloor.				

SALEM,
8*th May* 1868.

(Signed) C. N. POCHIN,
Collector.

WITH the foregoing letter, the Collector submits a list of roads in his district, which are properly chargeable to Imperial Funds, with reference to Government Order, Revenue Department, dated 18th April 1868, No. 1,031.

2. The list contains eight roads. The first six only have the concurrence of the Superintending Engineer, as stated by the Collector. The last two roads appear to have been added to the list by the Collector himself. The Board approve of the list, but remark that the last, or eighth work, namely, the road from Oossoor to Mayloor, should be thoroughly completed from Imperial Funds before being transferred to the Road Fund, as directed by Government Order, Public Works Department, dated 30th April 1868, No. 1,326.

3. To the Collector's list, the Board would add the road from Salem to Trichinopoly, viâ Torriore and the western section in Salem to the rail of the South Arcot Line from Mercanum, viâ Tindivanum and Trinomalay westwards, which are imperial lines, and the portions in Salem are merely continuations of the same.

No. 194. Proceedings of the Board of Revenue, dated 3rd October 1868, No. 6,991.

Read the following letter from the Acting Collector of South Canara, to the Acting Secretary to the Board of Revenue, dated Mangalore, 23rd June 1868, No. 587.

With reference to the Proceedings of Government, in the Revenue Department, dated the 18th April 1868, No. 1,031, I have the honor to submit that it is extremely difficult to propose such a perfect list of all roads the "*formation* of which shall hereafter be charged to Imperial Funds" as to make it fair to conclude that "all other road-work must be provided for from Local Funds." At present the desirability of opening two new ghauts from Mysore to the coast is under consideration, and we are not yet in a position to say whether or not they are required. The lapse of time only can decide it. Coffee cultivation and the general wealth of Mysore may so increase as to require them. The Madras and Bangalore Railway may be so far extended as to draw the traffic to the opposite coast. A number of other contingencies might affect the question in ways it is impossible now to foresee. All it seems feasible, therefore, to do at present, is to submit a list of those roads, the repair and maintenance of which, should hereafter be charged to Imperial Funds, leaving other matters for consideration when ripe.

2. The list submitted has been prepared in communication with the Superintending Engineer. The result is that Imperial Funds are relieved of the following roads formerly on its list :—

From the Colloor Road Circuit.

		Distance in miles.
1.	Road from Wandse to Haladee	14
	From Haladee Road Circuit.	
2.	Road from Mudradi by Hebbri to Sura Hebb[illegible]rana Katte ...	9
3.	Road from Karkal to Hiriyadka	15

List of Roads which should be maintained from Imperial Funds in the district of South Canara.

		Distance in miles.
1.	Road from Agoomby Ghaut, viâ Someshwar, Mud[illegible]adikatte, Karkal, Mudbidri, and Gurpur to Mangalore...	60
2.	Road from Sampaje Ghaut, viâ Puttur and Panema[illegible]ngalore to Mangalore...	66
3.	Military road to connect Mangalore and Cannanore, [illegible]eaving No. 2 near Panemangalore by Vittal to head of river and c[illegible]nal communication near Hosdrug...	48
4.	Road from Mysore frontier at Lakshumpoor, viâ C[illegible]loor Ghaut and Colloor, to the Kundapur river at Wandse...	30
5.	Branch of No. 4 from Halkal near Colloor to Bydo[illegible]Rup[illegible]	14
6.	Road from Someshwar at the foot of the Agoomby Gha[illegible]Rup[illegible]adce...	18
7.	Road from Hospett near Someshwar by Hebbri, Perdur, and Hiriyadka to Udipi, with branch to Baje Salt Cotaurs...	28
8.	Kodekal Ghaut, viâ Charmadi and Beltangadi to Bantwal...	42
9.	Road from foot of Manjerabad Ghaut by Uppinangadi to Mani-junction...	40

N. B.—The above selection tends to exclude the following lines from the list of roads at present maintained from Imperial Funds :—

		Miles
(1.)	Road from Wandse, (on No. 4,) to Haladee, (on No. 6)...	14
(2.)	Road from Mudradi, (on No. 1,) by Hebbri to Surahebbarana Katte, (on No. 6)	9
(3.)	Road from Karkal, (on No. 1,) to Hiriyadka, (on No. 7)	15

(Signed) H. S. THOMAS,
Acting Collector.

South Canara,
23*rd June* 1868.

With the foregoing letter, the Acting Collector submits, with reference to the Government Order, Revenue Department, dated 18th April 1868, No. 1,031, a list of roads the repair and maintenance of which, it is proposed to charge to Imperial Funds, and states that it is extremely difficult to prepare a complete list of all roads, the *formation* of which shall be charged to the same funds; that lapse of time alone can decide the point, and that therefore he would leave the matter for future consideration.

2. The present list, which contains nine roads, is stated to have been drawn up in communication with the Superintending Engineer of the Division. The Board approve of the list, as the roads selected are all of manifestly imperial consequence, and connect the coast and salt depôts with Mysore and Coorg. For reasons stated in connection with the list of imperial roads of the Malabar District, the Board would strongly urge that the continuation of Road No. 3* from Hosdroog to the Malabar frontier be borne by the Imperial Funds.

* Military road to connect Mangalore and Cannanore leaving No. 2, near Panemangalore by Vital to head of river and canal communication near Hosdroog.

No. 195. Proceedings of the Board of Revenue, dated 28th September 1868, No. 6,878.

Read the following letter from the Collector of Malabar, to the Acting Secretary to the Board of Revenue, dated Calicut, 9th July 1868, No. 213.

1. With reference to paragraph 3 of the Government Order, dated 18th April 1868, No. 1,031, I have the honor to forward, for submission to Government, a list of the roads that I would class as "Imperial" in Malabar. The same list was forwarded with my letter, dated 4th October 1867, No. 228, and recorded in Board's Proceedings, dated 9th December 1867, No. 7,946, and I have no alterations to make in it.

2. It will be seen by the extract noted, that I have failed to secure the concurrence of the Superintending Engineer, 7th Division, in classing portion (from Taliparamba to Canara frontier) of the imperial line No. 1 as Imperial. My opinion is unaltered.

Extract from a letter from [illegible]perintending Engineer, 7th Division, 30th June 1868, No. 34.

"I regret that I am not able to concur with you in the proposal of the last paragraph of your letter, No. 1,140, of 7th May, which has been laid by till receipt of letter from the Collector of Canara, enabling me to dispose of the subject, with reference to the whole division.

Revised Imperial Road List for Malabar.

	Road.	Miles.
No.	1. Coast road—Beypore by Calicut, Cannanore, Beliapatam, and Taliparamba to Canara frontier	
,,	2. Cannanore to Coorg old Trunk Road, No. 4	95
,,	3. Cannanore by Peria to Bawalli, Mysore frontier	68
,,	4. Tellicherry, viâ Kutaparamba and Payashy to Mattanur, (on No. 2.)	62
,,	5. Kotiadi by Kotiadi Ghaut No. 7	20
,,	6. Calicut, viâ Lakadi, Kalpetta, and Sultan's Battery to Mysore frontier. ...	27
,,	7. Lakadi to Manantoddi by Teriot	64
,,	8. Coorg frontier to No. 3	28
,,	9. Manantoddy, viâ Sultan's Battery to Goodalur	12
,,	10. Panamarom (on No. 9) to Kalpetta, (on No. 6)	55
,,	11. Calicut, viâ Maliapurom, and Manar to Palghaut	10
,,	12. Kondoti (on No. 9), viâ Areakad and Karkur to Teppakodu, Mysore frontier.	80
,,	13. Edawana (on No. 12), viâ Maliapurom to Tirur Railway Station	68
,,	14. Ponani, viâ Tirtala and Palghaut to Walliar, (old Trunk No. 5)	32
		71

REMARKS.—No. 1. I would transfer District Road No. 2, (portion from Taliparamba to Nedanad). District Road No. 3, (Nedanad to Canara frontier,) and District Road No. 7 (Taliparamba to Beliapatam) to the Imperial list, as it will be seen that the roads really form a continuation of the Great Coast Line running north from Beypore, and carry it on by Taliparamba and Nedanad to a point on the Canara frontier, whence I understand a road is constructing to Hossdroog, whence the imperial communication is complete to Mangalore. If this Section between Beliapatam and Hossdroog were imperialised and completed, there would be, as I think there should be, a thorough imperial line from Beypore to Mangalore.

The Superintending Engineer, 7th Division, would stop at Beliapatam in Malabar, and at Hossdroog in Canara, leaving the Section above-mentioned to be completed from District Funds. A large amount* of District Road Funds have been spent in the last two or three years north of Beliapatam, and the line has been borne on the District Road List; for the Cherikal Talook wanted the communication badly, and no Imperial Funds were forthcoming. But I have urged a contribution from Imperial Funds, and in a readjustment of local and imperial roads, I urge this being classed as the latter, and provided for accordingly.

* Rupees 13,000.

CALICUT,
9th July 1868.

(Signed) G. A. BALLARD,
Collector.

WITH the foregoing letter, the Collector submits, with reference to Government Order, Revenue Department, dated 18th April 1868, No. 1,031, a list of roads which he would class as imperial, and states that he has failed to secure the concurrence of the Superintending Engineer in classing a portion of the imperial line No. I. from Taliparamba to Canara frontier as imperial.

2. The list contains fourteen roads which are noticed below.

3. The first in the list is the coast line which is and always has been imperial. In respect to a small portion of this line at its northern extremity, namely, from Beliapatam to the Canara frontier, the Collector and Superintending Engineer hold different opinions. The Collector would treat it as imperial, it being a link in the chain of communication; but the Superintending Engineer in consequence of the existence of water-communication would treat it as local. The Board are of opinion that it would obviously be very inconvenient to have a few miles of road in a long

line of communication, like the Western Coast road, which traverses two districts, local and all the rest imperial, and the rule of avoiding such petty breaks has been followed in other districts. There can be no doubt that the line throughout its length is of an imperial character, and the expense of breaking bulk twice and changing from land to water-carriage, must greatly neutralise the advantage of the water-communication available for so short a distance. For these reasons, the Board would strongly advocate the arrangement proposed by the Collector.

4. Regarding the other roads, the views of the Collector and Superintending Engineer appear to be in unison.

5. Nos. 2 and 4 are the imperial lines from Coorg to Cannanore and Tellicherry.

6. No. 3 is Trunk Road, No. 4 is from Cannanore to the Mysore frontier at Bowally in Wynaad. The portion of this line from the Periah Ghaut eastwards, and No. 5 part of No. 6; Nos. 7, 8, 9, 10, and part of No. 12 are lines in Wynaad, which Government long since engaged to construct, tolls being levied on the ghauts when they are completed and cart-traffic has been fairly established. The remainder of Nos. 6 and 12 are the continuation of these lines to the coast, without which their utility would be neutralised.

7. No. 11 is a line of great importance connecting Calicut with Maliapuram, where a Detachment of Europeans has been stationed since the last Moplah outbreak, and passes through the part of the district where such disturbances have been most frequent.

8. No. 13 also passes through Maliapuram, and No. 14 is the existing trunk line.

9. The Board would decidedly recommend that these above-mentioned roads be all classed as imperial.

10. It must be borne in mind that, owing to the south-west monsoon being so certain and abundant, Government are saved all expenses for irrigation works, and the people lose the advantage of the large expenditure of public money on this account, which is incurred in other districts. From the character of the country, road-making is expensive, and the Road Fund will be heavily taxed to form the minor communications which are necessary for the proper development of the resources of the district.

11. Malabar has an area of 6,259 square-miles, and a population of 1,856,378, and pays a revenue from all sources of Rupees 33,58,006. The proposed allotment of imperial roads is under these circumstances, in the opinion of the Board, reasonable and moderate.

No. 196. ORDER THEREON, 11th November 1868, No. 2,831.

Miscellaneous.

1. The foregoing papers contain the Board's proposals for the future classification of the roads of this Presidency as Imperial and Local.

2. As far back as 1862, it was estimated that there were only 6,360 miles of road which could be properly maintained from Imperial Funds, viz., 2,610 miles of

Trunk Roads and 3,750 miles of first class District Roads. In addition to these roads there were upwards of 10,000 miles of District lines, the completion and maintenance of which it was considered devolved properly upon the local resources of each District. As the Local Funds of the Presidency at this time possessed an income of but little over ten lacs of Rupees, the Board of Revenue were directed in the G. O., under date 4th April 1862, No. 679, Public Works Department, to report their opinion as to the best means of augmenting them, and thus providing for the construction and maintenance of the local communications ; the Government at the same time expressing themselves as adverse to a system of tolls, and in favor of the creation of a Local Fund by a deduction of two per cent. from the revenue of each District.

3. In reply, the Board reported that a deduction of this amount from the land revenue would increase the Local Funds by nearly seven lacs of Rupees, but having in view the large expenditure needed for the District Roads, (then estimated at upwards of 111 lacs for construction, and upwards of nine lacs annually for maintenance,) they recommended that grants from Imperial Funds should be made for construction, and that a small annual tax should be imposed on all carts. The Government, however, when disposing of the Board's letter in their Order under date 3rd February 1863, No. 286, Public Works Department, observed that the Government of India would not be likely to sanction the proposed deduction from the revenue, but requested the Board to ascertain what would be the probable return of a wheel tax or license fee of Rupees 2 per annum on carts and carriages.

4. The Board reported that the collections from such a tax would not be likely to reach five lacs of Rupees, and the proposal was abandoned in the Order of Government under date 22nd June 1864. Other schemes for augmenting the local resources were from time to time proposed, but no definite scheme was adopted.

5. In the meantime, the classification of the roads as Local or Imperial had been receiving attention. The Board of Revenue had submitted lists of Imperial roads, upon which, in their opinion, Local Funds should not be expended, and the list of Imperial lines, revised by Government, and including about 7,000 miles of road, was printed with the Government Order in the Revenue Department, under date 5th January 1865, No. 13.

6. The wants of the Districts in the way of local communications were every day becoming more urgent. The Government of India had already reduced the Public Works grant to this Presidency, and further reduction was anticipated. The Government accordingly, in April of the same year, called upon the Board of Revenue (Government Proceedings, 8th April 1865, No. 741,) to prepare and submit a draft Act for the levy of a District Road Cess on all landholders for the construction and maintenance of district roads, " as it was clear that the increasing demands " on the general revenues rendered it hopeless to expect that the Government would " ever be in a position to do more than complete and maintain *the chief lines of* " *communication.*" In September, the Board submitted a draft of the required Act, but expressed their objections to the measure, on the ground that it placed the whole burden of taxation for the maintenance of the district roads on the agricultural class, whereas other classes of the population would gain largely by improved communi-

cations, and they proposed in lieu of it that the District Local Funds should be supplemented by a license tax or income tax, a measure which they considered likely to equalize the general burden of taxation in this Presidency. The Government, however, adopted the draft Act for the imposition of a District Road Cess, and transferred it to the Legislative Department with their Order, 8th September 1865, and the bill was eventually passed into law in April 1866.

7. Since the passing of this enactment, the Supreme Government have pressed for some relief from the maintenance allowances of such roads as appeared to be rather of Local than Imperial importance, and there has been a constantly recurring discussion between the Revenue and Public Works Departments as to the liability of particular roads to be maintained by Imperial or by Local Funds. The Government accordingly in their Order under date 18th April 1868, No. 1,031, Revenue Department, directed the Superintending Engineers of Divisions and the Collectors of Districts to prepare, in communication with each other, a list for each District of all roads the formation, repair, or maintenance of which should hereafter be charged to Imperial Funds, with the understanding that all other road work must be provided for from Local Funds.

G. O.	21st May	1867,	P. W. D.,	No. 1,523.
,,	28th ,,	,,	R. D.,	,, 1,207.
,,	5th Oct.	,,	R. D.,	,, 2,345.
,,	2nd Nov.	,,	P. W. D.,	,, 3,405.
,,	7th ,,	,,	R. D.,	,, 2,643.

8. The Government have given the lists submitted, as well as the Board's observations in regard to them, their best attention, and they have held two conferences with the Board on the subject, and have discussed with them the proposed classification, district by district. They are of opinion that expenditure from Imperial Funds should be restricted to roads which fall into one of the three following categories, viz., 1, Main lines of communication ; 2, Ghaut and exceptionally situated roads ; and, 3, Salt roads.

9. The only lines which can properly be so classed are entered below, and the Government accordingly resolve to declare them to be Imperial roads for the future ; but it will be open to the Superintending Engineers or Collectors of Districts to propose that any of the lines included in class 2 shall be transferred to the local list, on completion, if the exceptional circumstances which have induced their present classification as Imperial roads have passed away, and if the Local Fund of the district in which they are situated is in a position to provide for their proper maintenance :—

Main lines of communication.

I. Great Northern Road from Madras to the Bengal frontier, with a branch at Ankapully to Vizagapatam, and another at Jaggampett to Cocanada (viâ Samulcottah).

II. Great Southern Road from Madras to Travancore frontier near Cape Comorin, with a branch at Tindivanam to Negapatam (viâ Pondicherry, Cuddalore, Sheally, and Tranquebar), and another at Vickravandi to Combaconum, viâ the Vellaur Anicut.

III. The Great Western road from Madras to Calicut, with a branch at Arcot to Chittoor, and another at Vaniembady to Oossoor and the Mysore frontier.

IV. Gopaulpore to the north-western frontier, viâ Berhampore, Aska, and Russulcondah.

V. Vizagapatam to the Jeypore country, viâ Bimlipatam, Vizianagram, and Kasipoor.

VI. Masulipatam to the Hyderabad frontier, viâ Bezwada.

VII. Cottapatam, on the Nellore coast, to Nundial in Kurnool, viâ Ongole, Cumbum, and the Nundikanama Pass.

VIII. Kistnapatam, on the Nellore coast, to Cazeepet on the road from Kurnool to Cuddapah, viâ Nellore and the Dorenal Pass.

IX. Mercanum to Samulputty, on the line of Railway, viâ Tindivanum, Gingee, Trinomaly, and the Chengamah Pass.

X. Cuddalore to Salem, viâ Punrooty, Ooloondoorpet, Kallacoorchy, Chinna Salem, and the Ahtoor.

XI. Sheally, in the Tanjore District, to Salem, viâ the Grand Anicut, Trichinopoly, Museri, and Namcul.

XII. Vettanum, on the Madura coast, to Palkanooth, viâ Devicottah, Tripatoor, Nattam, and Dindigul.

XIII. Paumbem, on the Madura coast, to Paulghat, viâ Ramnad, Madura, Palni, and Poolachy, with a branch at Poolachy to Coimbatore.

XIV. The Cotton road from Madura to Tuticorin, viâ Ettiapooram.

XV. From Vypaur, on the Tinnevelly coast, to Strivelliputur.

XVI Tuticorin to Tenkasi and Travancore frontier, viâ Palamcottah.

XVII. Chittoor to Kurnool, viâ Cuddapah and Nundial.

XVIII. Chittoor to the Bombay frontier at Hulal, in the Bellary District, viâ Palmanair, Muttanpillay, Anantapore, Bellary, Hospet, and Huvinhudgally.

XIX. Bellary to Kurnool.

XX. Calicut to Mangalore.

XXI. Calicut to the Mysore frontier, viâ the Tambracherry Ghaut and Sultan's Battery.

XXII. Cannanore to the Mysore frontier, viâ the Periah Pass and Manantoddy.

XXIII. Cannanore to the Mysore frontier, viâ Muttanoor.

XXIV. Mangalore to the Mysore frontier, by the Sampaji Ghaut.

XXV. Mangalore to the Mysore frontier, by the Agumbi Ghaut.

Ghaut and exceptional roads.

1. Roads in the Khond Maliahs in Ganjam, and thence to Sorada in the low country.
2. Pettah Ghaut and other roads in the Jeypore Zemindary in Vizagapatam.
3. Roads in the Rumpah Zemindary in Godavery.
4. Certain Ghauts and roads on the Sherveroy Hills (13 miles).
5. Kurnool frontier of Bellary District, viâ Gooty and Anantapore to Mysore frontier (80 miles).

Proceedings of the Madras Government, Revenue Department,
11*th November* 1868.

6. Ramandroog to the foot of the Nagalore Ghaut in Bellary (6 miles).
7. Ramandroog to Toornagul in Bellary (40 miles).
8. Hassanoor Ghaut road, from Errode to Mysore frontier (40 miles).
9. Burghur Ghaut road, from Erode to Mysore, viâ Collegal (90 miles).
10. Roads and Ghauts on the Neilgherry Hills.
11. Certain roads and Ghauts in South Canara, viz.:—
    Collur Ghaut road, from Wandse to Mysore frontier (30 miles).
    Branch from Halkull, on this road, to Bydoor (14 miles).
    Road from Someshwaram at foot of Agumbi Ghaut to Haladee (18 miles).
    Road from Hospett, near Someshwar, to Udipi with branch to Baji (28 miles).
    Kodekal Ghaut road, viâ Charmadi to Buntwal (42 miles).
    Munjirabad Ghaut to Mani, viâ Uppinangadi (40 miles).
12. Certain Roads and Ghauts in Malabar, viz., Kotiadi Ghaut road (27 miles).
    Lakadi to Manantoddy, viâ Teriot (28 miles).
    Coorg frontier to Peria Ghaut Road (12 miles).
    Manantoddy, viâ Sultan's Battary to Goodalore (55 miles).
    Panawarom to Kulpetta (10 miles).
    Condoti to Tippicadoo, viâ the Carkur Ghaut (68 miles).
    Ediwana to Tirur station, viâ Mallapooram (32 miles).

Salt Roads.

1. Sorada Pans near Itchapore, to Trunk Road, in Ganjam (4 miles).
2. Nowpada to Vizagapatam frontier, viâ Jagannadapore, in Ganjam (38 miles).
3. Nowpada to Teckali in Ganjam (6 miles).
4. Calingapatam to Chicacole in Ganjam (14 miles).
5. Chicacole to Palcondah and Parvatipur in Vizagapatam (50 miles).
6. Arigollu to Buntumilly in Kistna (20 miles).
7. Inkole to Chinna Ganjam in Kistna (10 miles).
8. Kistnapatam to Ram Doss Choultry in Nellore (14 miles).
9. Dugarazpatnam to Great Northern Road in Nellore (20 miles).
10. Chunambucolum to Trunk Road in Madras (4 miles).
11. Covelong to Vundalore in Madras (14 miles).
12. Cheyur to Chotpakum and Wandiwash in Madras (36 miles).
13. Mercanum to Pondicherry in South Arcot (19 miles).
14. Cundadi to Thembaukum in do. do. (5 miles).
15. Chunampett to Alattoor in do. do. (5 miles).
16. Teagavully and Goodalam in do. do. (5 miles).
17. Vedaraniem to Munnargoody in Tanjore (34 miles).
18. Adrampatam to Gundracottah in do. (32 miles).
19. Pattcotta to Tanjore in Tanjore (40 miles).
20. Kuttumvadi to Arandanghi in Tanjore (20 miles).
21. Soyelgudi to Thopur in Madura (46 miles).
22. Tellicherry to Cotaparamba in Malabar (12 miles).
23. Ponani to Pattambi in Malabar (18 miles).

10. It will be observed that the main lines of communication are twenty-five in number, and it is believed that their total length is about 4,000 miles. The second class (excluding the roads in the Khond Hills, the Jeypore and Rumpah Zemindaries, and the Neilgherry Hills, for the construction and maintenance of which an annual provision of at least one lac of Rupees will be required for some years to come,) extend to about 650 miles, and the Salt roads are nearly 500 miles in length. The main lines, when completed, will cost about eight lacs of Rupees annually to maintain, at Rupees 200 per mile, a very moderate allowance for a first class Imperial line. The annual up-keep of the 500 miles of Salt roads will not be less than Rupees 75,000, and probably about Rupees 3,25,000 will be required for the Ghaut and exceptional roads, so that at some future period the Imperial grant for communication may be reduced to twelve lacs, but it is unlikely that any smaller sum will ever suffice for the Imperial requirements of this Presidency in regard to roads, and as it is less than three per cent. on the land revenue it cannot be considered extravagant. As, however, a large number of the roads entered in the foregoing list are incomplete, and many of them have not even been commenced, it will be necessary, for some years to come, to make on their account a considerable annual expenditure from Imperial Funds upon construction. The amount must of course depend upon the annual grants, but the maintenance of existing roads must on no account be neglected in order to augment it, for no system is so extravagant and wasteful as to construct roads without providing them with a proper annual allowance for maintenance, involving, as it usually must, the entire reconstruction of the road in a few years at a heavy outlay, instead of a small annual expenditure for repairs. Such of the now determined Imperial lines as are already complete will accordingly be provided with a liberal maintenance allowance as far as possible in the outgoing Budget, and the balance of the grant, after making due allowance for the construction of roads in exceptional localities, and salt roads, will be devoted to completing such of the main lines entered in class I. as are now under construction. The future expenditure on new works will however be restricted, as far as possible, to a few particular lines, in order that a few roads connecting important points may be completed within a reasonable time, instead of an almost imperceptible advance being made each year in the construction of a large number of roads in different localities. When the Imperial roads now in course of construction are completed in the order of their importance, the lines hitherto untouched will be commenced upon in the same order.

Imperial grants for communication.

	New Works.	Repairs.	Total.
	RS.	RS.	RS.
1866-67.	7,54,636	11,44,330	18,98,966
1867-68.	6,65,000	11,27,627	17,92,627
1868-69.	9,95,500	10,65,000	20,60,500
Average.	8,05,045	11,12,319	19,17,364

11. As the vexed question of Imperial and Local roads has now been definitely settled, a skeleton map of the Presidency shewing the present decision of Government will be prepared. The main lines included in class I. will be shewn by a double line an eighth of an inch apart and the numbers of the several Imperial roads, as given in paragraph 9 above, will be marked in Roman figures upon each, in order

that they may be readily recognised. The Ghaut and exceptional roads and the Salt roads will also be depicted by a double line, in the one case one-twenty-fourth of an inch apart, and in the other one-twelfth of an inch. An ample supply of spare copies of the map will be forwarded to the Superintending Engineers of Divisions and to the Collectors of Districts, and after the despatch of the outgoing Budget, the former Officers will be called upon to return to Government one copy of the map appropriately colored in order to shew the exact condition of each line of road in their respective Divisions, *i. e.*, whether completely constructed and bridged, constructed but not bridged, under construction or only projected. The map to be accompanied by a report giving full particulars on these points, as well as in regard to estimates and Budget provisions for maintenance or construction, &c. With these maps before them, the Government will be able to judge to what extent the wants of the country have already been met, and what progress is being annually made towards this desirable end. As this information is also of great importance in the preparation of the District Road Fund Budgets, the Collectors of Districts when submitting their annual reports on the progress of the Public Works of their Districts, will be required to state the number of miles of each class of Imperial road which have been maintained in good order in their respective Districts during the year, the number of miles of new road which have been completed during the same period, as well as the mileage still under construction, and not yet commenced upon. With advertence to the general administration of the District Road Funds, the special attention of the Board of Revenue will be invited to the remarks contained in this and the previous paragraph, as many of them are of equal application to Local and Imperial expenditure on roads.

12. In the recent conferences between the Government and the Board in regard to the classification of the roads, the Board in some cases acquiesced in the propriety of the classification of a road as Local instead of Imperial, but they recommended that it should he completed or put into thorough repair from Imperial Funds in the first instance. The Government were at first disposed to concede this, but bearing in mind the very limited amount of funds which are likely to be available for the construction and maintenance of the numerous roads now declared to be Imperial, and on a further careful consideration of the difficulties likely to arise from this mode of transfer, they resolve to direct that the expenditure from Imperial Funds upon any road not entered in the lists shall be limited to such provision as may be entered in the Budget of 1868-69, the road whether complete or otherwise being transferred to the Local Fund from the commencement of the coming official year. The Board's further proposal, however, that half the cost of bridges over irrigation channels on District Roads should be contributed from Imperial Funds, commends itself to Government, and in future the charge will accordingly be provided for in the Budgets for Irrigation Works.

13. In conclusion, the Government will now notice briefly those cases in which they have thought proper to differ from the recommendations of the Board of Revenue in regard to the classification of the roads as proposed in their Proceedings on each District, and will dispose of the several propositions in detail :—

GANJAM.—In this District the Government have retained in the Imperial list all the roads proposed by the Board, except that from Aska to Kurcholy, which is

clearly a local line, as are also the lines referred to in paragraph 7 of their Proceedings; but in lieu of the proposed contribution to these latter roads from Imperial funds, the Government have entered in the Imperial list (class II.) the roads on the Khond Hills and thence to Sorada. The Great Northern Line will, for the present, be carried through Nowpada, but when the line from Bomali to Casiboga direct is completed, the road joining the latter place to Nowpada will become a local road.

VIZAGAPATAM.—Of the four roads considered by the Collector to be Imperial, Nos. 1 and 2 are included in the Great Northern Road, No. 3 will form Imperial Road No. IV., and No. 4 has been adopted as a Salt line. The roads in the Jeypore Zemindary have also been included in the Imperial list, but the Board's proposals that half the cost of making the line from Vizianagrum to Purvatipore should be defrayed from Imperial Funds is clearly inadmissible, as the latter place will be connected with the coast by the roads to Chicacole and Nowpada. Nor are there, as the Government now view the subject, any valid grounds for the proposal made at the first conference, that the local road to Nursapatam should be considered Imperial.

GODAVERY.—In addition to the Trunk Road which has been included in Imperial Road No. I., the Collector proposes to transfer from Local to Imperial the cross roads from Cocanada to Rajahmundry, and from Samulcottah to Annaveram, and the Board add the road from Cocanada to Coringa. The Government cannot admit the propriety of including any of these three roads in the Imperial list, but in lieu of them they have sanctioned a branch of Imperial Road No. I. at Juggumpett to Samulcottah and Cocanada. The roads in the Rumpah Zemindary have also been included in the new Imperial list.

KISTNA.—In this District all the roads recommended by the Board and Collector have been retained as Imperial, except a portion of old Trunk Road No. VII. The Board on a former occasion expressed their opinion that the road might be transferred to the District list, and as it is no longer of any use for Imperial purposes, it has been struck out of the Imperial list.

NELLORE.—With the exception of a portion of the old trunk road just referred to, all the roads recommended by the Board have been passed as Imperial. Their proposal that some of the short Salt lines should be maintained from the provision under petty construction and repair is however approved, and these lines do not, therefore, find a place in class III. above.

CUDDAPAH.—The roads proposed by the Board for this District in their Proceedings under date 3rd July 1868, No. 4,888, have been retained as Imperial. In the letter from the Collector, recorded in those Proceedings, it is proposed to retain old Trunk Road No. XIII., but the Board observe that as this line runs close to the Railway, it should be transferred to the District list. The Board modified this opinion at the first conference, and expressed their concurrence with the Collector's proposal, but the Government consider that, on the grounds set forth in the Board's Proceedings, the road can no longer be classed as Imperial.

BELLARY.—In this district the continuation of the road just referred to has been transferred to the Local list, and as none of the roads noted below can be considered to be main lines of communication or exceptional roads, they have also been excluded from the Imperial list:—

Hospett to Ramandroog.
Koodutinny to Kumply.
Gooty to Junnagherry.
Bellary to Hurrihall.

The road from the Kurnool frontier near Gooty, to the Mysore frontier near Pennacondah will however be retained in the Imperial list as an exceptional road. The District of Bellary is, from its geographical position, peculiarly liable to drought, and improved means of communication are absolutely necessary, and the whole of the District Road Fund will be required for this purpose for some time to come.

KURNOOL.—The Government have adopted the Board's proposals for this District in regard to the classification of the roads, but they cannot sanction their proposal that half the expense of the formation and maintenance of the roads from Kurnool to Gooty and Doorpad should fall upon Imperial Funds. Neither road has any just claim to be included in the Imperial List, and the Board are evidently incorrect in their supposition that it is necessary to keep up a road from Gooty to Kurnool for Military purposes, for any movement of troops from Bangalore to Kurnool would obviously be made by rail, and the troops might be marched from the point where the Railway cuts the road from Bellary to Kurnool, and not necessarily from Gooty.

MADRAS.—The recommendations of the Board for this District have also been adopted, except in regard to old Trunk Road No. XIII. This road has been made local in the Cuddapah District. It has ceased to be a main line of communication, and can no longer be classed as Imperial.

NORTH ARCOT.—In this District too the Board's proposals have been acquiesced in by Government, except in regard to the continuation of old Trunk Road No. XIII. just referred to.

SOUTH ARCOT.—The Collector's and Board's proposals have been adopted in this District also, excepting as regards the Western Road from Cuddalore to Salem, viâ Punrooty, Ooloondoorpett, Kullacoorchy, which has been retained as Imperial instead of that viâ Virdachellam. It is obviously objectionable to retain both roads as Imperial.

TANJORE.—In this District, the Collector and Superintending Engineer recommend that only three roads shall be classed as Imperial, viz., that from the Grand Anicut to Anakaren Choultry beyond Sheally, the Trichinopoly road through Tanjore carried on to Negapatam, and the road from Combaconum to the Vellaur Anicut. The Board add to these four Salt roads the road from Tanjore to Combaconum, from Aduthoray, on the Combaconum and Sheally road, to Tranquebar, from Negapatam to Sheally, and from Mayaveram to Road No. 28. The Government

have approved of the Board's proposals, except in regard to the Negapatam and Trichinopoly road, which runs parallel with the Railway, and the cross roads from Combaconum to Tanjore, from Mayaveram to Road No. 28, and from Aduthoray to Tranquebar.

TRICHINOPOLY.—The Government have been obliged to reject four roads proposed to be retained as Imperial in this district, viz., those from Trichinopoly to Dindigul, from Trichinopoly to Salem, viâ Torriore, and from Trichinopoly to Oodiarpolliem, none of which can fairly be called a main line of communication, and that from Trichinopoly to Tanjore frontier which runs parallel with the Railway.

MADURA.—The proposals of the Board and Collector have been adopted in this District, except in regard to the road to the Travancore frontier, which cannot be considered a main line.

TINNEVELLY.—In this District only four roads are proposed as Imperial, and these have all been retained in the list by Government.

COIMBATORE.—The four roads proposed by the Board in their Proceedings have been made Imperial, and a branch from Pollachy towards Colungode in Malabar has also been sanctioned.

SALEM.—In this District also the Board's proposals have been adopted, except in regard to the roads from Oossoor to Adamancottah, and from Salem to Trichinopoly, viâ Torriore, which have been made District lines. The transfer of the road from Oossoor to Mayloor Railway station to Local Funds has already been ordered.

SOUTH CANARA.—The recommendations of the Board have also been accepted for this District.

MALABAR.—The Board's proposals, with one exception, have been adopted. The Great Western Road will run from Palghaut to Mulliapooram and Calicut, and the present line towards Ponani will become local, except that portion of it between Ponani and Puttambi, which will be retained in the Imperial List as a Salt road.

(Signed) R. A. DALYELL,
Acting Secretary to Government.

via Kariapatti and Aruppukottai

Govt. of {1868} Madras.

REVENUE.

To

THE BOARD OF REVENUE,

&c., &c., &c.

Dated November, 11th

Recd. Read

G. O., 11th November 1868, No. 2,831.

NOVEMBER.

Nos. 175-196.

Roads of the Madras Presidency.—Board's proposals regarding their future classification as Imperial and Local, reviewed.

No. 5,444.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 27th July 1868.

Read the following letter from H. E. SULLIVAN, Esq., Collector of Bellary, to the Acting Secretary to the Board of Revenue, dated 30th April 1868, No. 94:—

1. With reference to Order of Government, No. 1,031, dated 18th instant, paragraph 3, I have the honour to submit a list, prepared in communication with the Superintending Engineer, of all the roads in this district which we consider should be treated as Imperial roads.

2. Nos. 3 and 10 may, after the completion of the Railway, be transferred to Local Funds, but in the meantime they must undoubtedly come under the head of Imperial lines. As the Consulting Engineer has recently reported that he does not expect the branch line to Bellary to be open until the close of 1870, or the beginning of 1871, I trust that an adequate sum may be provided in the next Budget for the thorough repair of No. 10. The small sum placed at the disposal of the Superintending Engineer for this purpose is being utilized to the best advantage, but it is wholly insufficient to meet the requirements of the heavy traffic, principally cotton, which passes over this line of communication. It should, if transferred eventually to Local Funds, be handed over in good order. It is now suffering from the neglect of years.

ENCLOSURE No. 1.

BELLARY DISTRICT.

List of Roads proposed to be maintained from Imperial Funds.

1. From Bellary viâ Alur and Adony to Madaveram.
2. ,, Alur to Asperry, (Kurnool road.)
3. ,, Asperry to Adony, (portion of road from Gooty to Raichore.)
4. ,, Bellary viâ Tornagul, Hospett and Humpusaugur to Sovainhully.
5. ,, Humpusaugur viâ Hoovinahudagally to Hollal, en route to Coompta.
6. ,, Hospett to Ramandrug.
7. ,, Ramandrug to foot of Nagalapore Ghaut.
8. ,, Ramandrug to Toornagul.
9. ,, Koodutunny to Kumply.
10. ,, Bellary viâ Gooty to Cuddapah frontier.
11. ,, Gootty to Jonnagherry, (portion of road to Raichore.)
12. ,, Gooty to Kurnool.
13. ,, Gooty viâ Annantapore and Pennaconda to Mysore frontier.
14. ,, Bellary viâ Annantapore to Cuddapah frontier.
15. ,, Bellary viâ Hurihall to Mysore frontier.

(Signed) H. E. SULLIVAN,
Collector.

(Signed) A. S. MOBERLY, Major, R. E.,
Superintending Engineer, Third Division.

---

1. Resolved that the foregoing letter together with the list of roads to be maintained from Imperial Fund received therewith, be submitted to Government, with reference to paragraph 3 of Government Order, dated 18th April 1868, No. 1,031.

3. Road from Aspery to Adoni, portion of road from Gooty to Raichoti
10. Road from Bellary via Gooty to Cuddapah frontier.

No. 1 From Bellary via Alur and Adoni to Madavaram.
,, 2. Alur to Aspery.
,, 6. Hospet to Ramandroog.
,, 8. Ramandroog to Toornagul.
,, 9. Koodutunny to Kumply.
,, 11. Gooty to Jonnagherry, (portion of road to Raichore.)

2. Of the fifteen roads mentioned in the list, Items Nos. 3 and 10 are, as the Collector states, to be eventually transferred to Local Funds. This will reduce the number to thirteen The Board, however, are of opinion that the roads specified in the margin should also be considered as local.

3. The roads* leading from Gooty to Kurnool and from the former place viâ Anantapur and Pencondah to Mysore frontier, and Gooty to Jonnagherry may, in the opinion of the Board, be also transferred to Local Funds, the Government however contributing half the expenses of completion.

*Nos. 11, 12 and 13.

(True Copies and Extract.)

Acting Secretary.

To the Acting Secretary to Government, Revenue Department.

Copy to the Collector of Bellary.

Exd. J. Wright.

1868. Department

No. 2544.

PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 27th July 1868.

Submitting with remarks list, from Collect of Bellary of roads to be maintained from L perial Funds.

No. 5,444.

No. 5,457.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 28th July 1868.

Read the following letter from R. K. PUCKLE, Esq., Collector of Tinnevelly, to the Acting Secretary to the Board of Revenue, dated 8th June 1868, No. 257:—

1. I have the honour to submit a scheme for laying out Road Cess, as required in Board's Proceedings, No. 7,428, dated 14th November 1867.

Vide G. O., No. 1,031, 18th April 1868, R. D.

2. Seven* of the nine talook stations are connected with the head-quarters of the district, and with each other, by roads, mostly bridged, and so far completed, that they will all be fit for rapid traffic this year: two† talook stations only are approached by mere bandy-tracks, but roads‡ connecting them with the Madras Trunk Road and each other are included in the following scheme.

*Strivilliputtur. Sattur. Tinnevelly. Nanguneri. Strivycuntam. Ambasamudram. Tenkasi.

†Ottapedaram. Sankarannainarkovil.

‡ D. E.

3. In laying out Local Fund roads, I propose to treat the district as a whole, first completing the roads most advanced, and then taking up others in the order of their utility.

4. In the map that accompanies this report, I have lettered the Local roads and retained the distinguishing numbers of the Imperial roads; and to avoid overwhelming the Board with strange names, have taken each local line through from its starting point to its terminus under the designation of a single letter, and by including all cross roads as branches of A. B. C. D., etc., have merged all the roads in the district in three Imperial and ten Local lines as under:—

Excepting of course small cart tracks through fields and other roads of a petty nature.

	Distinguishing number or letter.	From.	To.	Length in miles: Main line.	Length in miles: Branches	Number of Branches	Condition.
Imperial lines.	No. 4.	Madura	Travancore.....	104	.....	None.	Completed and bridged.
	,, 5 & 6..	Strivilliputtur..	Tuticorin	64	15	1	Do.
	,, 8 & 9...	Tenkasi...	Tuticorin	65	.....	None.	In progress and not bridged.
				233	15		
Local lines.	A.... ...	Vypar.....	Sattur..... ..	34	.....	None.	Projected.
	B	Vypar.....	Kalladakurichi.	65	57	7	Part in progress, part completed.
	C... ...	Attur.....	Pottalpudur ...	55	10	2	Do. do.
	D... ..	Trichendur.....	Rajapalayam ...	92	75	7	Do. do.
	E... ...	Arumugamangalam.	Alagiapandiapuram.	52	15	2	In progress.
			Do...	15	.....	None.	Projected.
	F... ...	Kuppakurchi ...	Kadayanallur...	50	12	1	Do.
	G... ...	Virdupatti... ...	Panagudi	100	75	8	Part in progress, part completed.
	H... ...	Madura frontier.				None.	Do. do.
	I... ...	Tisayanveli.....	Kalakad...	25	.....	Do.	Do. do.
	J	Viziapati	Ervadi	20	.....		
				508	244		

viâ Kariapatti and Arupukottai,

The area of this district is 5,144 square miles inclusive of Zemindaries.

These give 1,000 miles of road or one mile for every five square miles of area throughout the district.

5. Two of the Imperial lines are completed, and the other is near completion; none of the Local lines are completed, but seven are in progress; the remaining three are merely projected. If these thirteen main lines of road are accepted as sufficient for the wants of the district, all other roads to be constructed hereafter will be but branches, or extensions of these. The Imperial lines require about half a lac of Rupees, and the Local lines about six lacs of Rupees to complete them.

Fixing the Imperial and Local lines thus, is in conformity with Government Order, No. 2,209, dated 2nd October 1867, and No. 1,031, dated 18th April 1868. The transfer of roads from Imperial to Local is unnecessary, but
No. 6. a branch of the Cotton road from Ettiapuram to Vembur, and intended to be transferred to Local, should be retained as Imperial.

600 miles, at an average of 1,000 Rupees a mile.
After this year.

6. My better acquaintance with the district now has enabled me to strike out several roads shown in the map that accompanied the Budget for this year, to add a loop line and two extensions that were not contemplated when the map was submitted, and to correct the colouring, to show more accurately those portions of roads that are completed, in progress, or projected.

Vilaticolam to Tuticorin direct.
Ottapedaram to Tuticorin direct.
Tinnevelly to Srivilliputtur direct.
Rajapalayam to Vasudevanallur direct.
F. and extensions of A. and E.

7. The income from Road Cess, and Local Funds added to Road Cess, is 1,43,142 Rs., the grant for maintenance this year is 20,830 Rupees: but if Local roads are divided into main lines and branches, the former to receive 100 Rupees and the latter 50 Rupees a mile for maintenance, the present grant is excessive, and might be reduced to 12,450 Rs. for the length already completed. At this calculation the present grant will be sufficient for the maintenance of all roads now completed and all likely to be completed this year. Consequently the same amount of Road Cess will be available for expenditure on new works in 1869-70 as in 1868-69. This sum in round figures is a lac of Rupees, or 1,43,142 Rupees minus 20,000 Rupees for repairs, 10 per cent. of the remainder for supervision, and 10 per cent. for reserve.

Road Cess ...	Ryotwar ...	80,460	
	Zemin and Inams ...	40,482	
			1,20,942
Local Funds.	Fish rent ...	12,000	
	Pound Fund ...	4,000	
	Avenue Clippings ...	2,500	
	Miscellaneous receipts including Nanal Grass Fund.	3,700	
		22,200	
		1,43,142	

8. This lac of Rupees has to be spent on ten lines, and I have endeavoured so to distribute it, that one line (J.) may be completed in 1869-70, one (I.) in 1870-71, one (C.) in 1871-72, one (B.) in 1872-73, one (D.) in 1873-74, two (E. H.) in 1874-75, and three (A. F. G.) in 1875-76.

Road.	Amount of estimate.	Allotment in 1868-69.	Remainder.	Proposed allotment in 1869-70.	1870-71.	1871-72.	1872-73.	1873-74.	1874-75.	1875-76.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
A...	51,000	...	51,000	...	...	...	...	10,000	16,000	25,000
B ..	1,08,900	22,400	86,500	21,625	21,625	21,625	21,625	...	...	...
C...	82,500	19,500	63,000	20,000	20,000	23,000	...	...	...	...
D..	1,16,780	17,780	99,000	10,000	20,000	20,000	25,000	24,000	...	...
E...	86,500	5,000	81,500	13,750	13,750	13,750	13,750	13,750	12,750	...
F...	22,500	...	22,500	...	...	...	...	...	10,000	12,500
G...	81,000	...	81,000	...	...	...	10,000	25,000	25,000	21,000
H...	1,12,360	28,360	84,000	13,000	13,000	13,000	20,000	10,000	15,000	...
I ...	17,500	4,500	13,000	7,000	6,000	...	...	...	...	...
J ...	11,250	1,250	10,000	10,000	...	...	...	...	...	...
	6,90,290	98,790	5,91,500	95,375	94,375	91,375	90,375	82,750	78,750	58,500

Deducting maintenance allowance for all these, or 50,800 Rupees for the main lines, and 12,200 Rupees for the branches, total 63,000 Rupees, seven years hence there will still be 1,43,141 Rupees minus 63,000 Rupees, or about 80,000* Rupees available for large masonry works and the extension of the lines now proposed. Taking these lines in order of completion, I. and J. lie in the 5th Range, C. in the 1st and 2nd Ranges, B. in the 1st, 2nd, and 4th, D. in the 1st, 3rd, and 5th, E. in the 1st and 4th, H. in the 2nd, 3rd, and 5th, A. in the 4th Range, F. in the 1st and 4th, and G. in the 2nd, 3rd, and 4th Ranges: thus the 1st and 2nd Ranges have each portions of five lines, the 3rd Range portions of three, the 4th Range portions of four and one entire line, and the 5th Range a portion of one and two entire lines.

* Deductions for reserve and establishment will reduce this sum to a net balance of 65,000 Rupees.
In all ranges of course there will be small fragmentary roads which as it were begun and end nowhere, and are not included as branches of any main line; these can be easily maintained with a small portion of difference between probable assets and my estimated expenditure.

9. The following Statement exhibits the maintenance allowance required for Local roads:—

Road.	Total length.		Length completed.		Remaining to be completed.		Present maintenance allowance for the length completed.			Proposed maintenance allowance for the length completed, at 100 Rupees a mile for main lines and 50 Rupees a mile for branches.			Maintenance allowance required for all these roads when completed throughout.		
	Main line.	Branches.	Main line.	Branches.	Main line.	Branches.	Main line.	Branches.	Total.	Main line.	Branches.	Total.	Main line.	Branches.	Total.
							Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
A. Vypar to Sattur.	34	...	...	...	34	...	...	...	...	3,400	...	3,400	3,400	...	3,400
B. Vypar to Kalladakurichi	65	57	9	17	56	40	1,740	150	1,890	900	850	1,750	6,500	2,850	9,350
C. Attur to Pottalpudur	55	10	7	8	48	2	1,900	200	2,100	700	400	1,100	5,500	500	6,000
D. Trichendur to Rajapalayam...	92	75	28	3	64	72	2,560	1,000	3,560	2800	150	2,950	9,200	3,750	12,950
E. Arumuganmangalam to Alagiapandiapuram	52	15	...	...	52	15	...	...	...	...	...	...	5,200	750	5,950
F. Kurpakuruchi to Alagiapandiapuram.	15	...	...	...	15	...	...	...	...	...	...	...	1,500	...	1,500
G. Virdupatti to Kadayanallur	50	12	...	...	63	12	...	2,260	2,260	...	...	...	5,000	600	5,600
H. Madura frontier to Panagudi...	100	75	43	17	57	58	8,860	700	9,560	4,300	850	5,150	10,000	3,750	13,750
I. Tisayanveli to Kalakad...	25	...	9	...	16	...	720	...	720	900	...	900	2,500	...	2,500
J. Viziapati to Ervadi.	20	...	6	...	14	...	740	...	740	600	...	600	2,000	...	2,000
	508	244	102	45	419	199	16,520	4,310	20,830	10,200	2,250	12,450	50,800	12,200	63,000

via Kariapatti and Aruppukottai

10. The Madras Trunk Road is retained as an Imperial line. It intersects the district from north to south and passes through three talook stations and three Sub-Magistrate's stations; its length is 104 miles. Great exertions have been made by the Department of Public Works to put this road into thorough repair. Sixty miles of paving stones have been picked up and broken as metal; eighty-eight road dams have been removed and bridges substituted; and the greater part of the line has been re-laid and gravelled. In one or two places, however, there is still need of repair, but this will be completed this year. This road has a maintenance allowance of 20,800 Rupees at 200 Rupees a mile, and is completed and bridged throughout.

No. 4
Vide Board's Proceedings, No. 3,803, dated 19th June 1867.

11. The Cotton road connects the coast with the cotton fields, and has a maintenance allowance of 15,800 Rupees at 200 Rupees a mile. An estimate of 11,700 Rupees has lately been sanctioned for the repair of the eastern extremity; this line is most useful, and the traffic on it is enormous; it is completed and bridged throughout.

No. 5, with a branch from Ettiapuram to Vembur No 6. This branch was not included in the list of Imperial roads, approved in the Board's Proceedings of 19th June 1867, but as it forms part of the cotton road, it is proposed to leave it as an Imperial line.
No. 358 of Imperial Budget for 1868-69

12. The Tenkasi road connects Tuticorin with the extreme west of the district and the valley of the Tambrapurni; it passes through Palamcottah, and is known as No. 8 to the east and No. 9 to the west of that station; it is in progress at the eastern extremity of each section, and is not yet bridged; it is the only Imperial line unfinished: this road will require a maintenance allowance of 13,000 Rupees at 200 Rupees a mile.

Nos. 8 and 9.

13. Vypar through Vilatikolam to Sattur is all in the 4th Range. This is an extension of the line proposed, by Mr. Clarke from Vypar to Vembur. It will lead to the same point as Mr. Clarke proposed, by taking advantage of No. 6 (Imperial) already completed: will intersect the projected Railway from Madura to Tuticorin, and will connect the coast with the Madras Trunk Road at a point where the cotton road continues the line further west to Strivilliputtur:—

A
Vide paragraph 14 of Mr. Clarke's report on the salt works of this district, dated 12th June 1865.

Distinguishing letter.	Line of direction.	Length in miles. Main line.	Length in miles. Branches.	Condition	Former number in map.	Number in Board's Budget.	Estimate.	Allotment in 1868-69.	Probable date of completion.
							Rs.	Rs.	
A.	Vypar through Vilatikolam to Sattur	34	.....	Projected	...	.....	51,000	.....	1875-76

The traffic on this line will be heavy, and the sales* of salt at Vypar will be very largely increased by the formation of a roadway over the black cotton plains almost impassable after rain: as a feeder to the Railway this line will be very important. It will be completed in 1875-76, and will cost 51,000 Rupees, at 1,500 Rupees a mile; it will require a maintenance allowance of 3,400 Rupees at 100 Rupees a mile.

* Now forty-seven heaps, valued at 95,000 Rupees per annum.

B.

14. From Vypar on A. through Ottapedaram, Palamcottah, and Shermadevi to Kalladakurichi on H. is a distance of 65 miles; the seven branches of this road aggregate 57 miles, total 122 miles.

Distinguishing letter.	Line of direction.	Length in miles.	Condition.	Former number in map.	Number in Board's Budget.	Estimate.	Allotment in 1868-69.	Probable date of completion.
						Rs.	Rs.	
B.....	Vypar on A. to Kalladakurichi on H.	9 56	Completed. In progress	...	161, 177, and 178 of 1868-69.	.....	15,000	1872-73.
	Total main line...	65						
	Branches.							
B 1.....	To Vilatikolam ...	10	Do.	...	176 of do.	.....	5,000	.....
B 2.....	Mailapalayom to Collector's Cutcherry.	2	Completed ..	...	.....	.....	.....	.....
B 3.....	Mannirpallam to Tinnevelly.	4	Do.	...	.....	.....	.....	.....
B 4.....	Taruvai to Kalakad	15	Projected...	22	.....	.....	.....	.....
B 5 ...	Sevval to Kodaganallur.	6	Completed .	...	.....	.....	.....	.....
B 6.....	Pattamadei to do ..	5	Do.	...	.....	.....	.....	.....
B 7.....	Shermadevi to H. near Kalakad.	15	In progress.	...	180 of do.	.....	2,400	.....
	Total branches .	57						
	Total...	122	...	...	.....	1,08,900	22,400	... ..

It is an important road throughout; the section from Vypar to Ottapedaram in the 4th Range was commenced last year, and that from Ottapedaram to Siviliperi also in the 4th Range will be commenced this year; from Siviliperi to Palamcottah in the 1st Range it is in progress, and is almost completed by an allotment of 2,000 Rs. from the Jungle Conservancy Fund; from Palamcottah to Shermadevi in the 1st and 2nd Ranges it is in progress, and will be completed (with the exception of bridging) this year; from Shermadevi to Kolladakurichi, in the 2nd Range, it is completed, (with the exception of one bridge,) so that 30 miles south of the river are in progress or are completed, while 35 miles north of the river are only just commenced at their northern extremity. Of the branches, that to Vilatikolam in the 4th Range will be completed next year; those from Mailapalayam to the Cutcherry and from Munnirpallam to Tinnevelly in the 1st Range are completed; that from Taruvi to Kalakad in the 2nd Range is projected, and will take two years to complete; those from Sevval to near Kodaganallur and from Pattamadei to Kodaganallur in the 2nd Range are completed; and that from Shermadevi to Kalakad in the 2nd Range is in progress and will be completed this year. There are still 56 miles of main line and 40 miles of branches to complete, which at 1,500 Rupees a mile for the main line, and 500 Rupees a mile for the branches, will cost 1,08,900 Rupees. This road will be completed in 1872-73, and will require a maintenance allowance of 9,350 Rupees at 100 Rupees a mile for the main line, and 50 Rupees a mile for the branches.

No. 8 of Board's Budget for 1867-68, and No. 178 of Board's Budget for 1868-69.
No 177 of Board's Budget for 1868-69.
Vide Board's Budget for 1867-68.
No. 161 of Board's Budget for 1868-69.
No. 176 of Board's Budget for 1868-69.
No. 180 of Board's Budget for 1868-69.

via Kariapatti and Arupukottai;

C.

15. Attur through Strivycuntam and Tinnevelly along north bank of river to Pottalpadur on H; this line connects the coast with H. The main line is 55 miles in length, and the two branches aggregate 10 miles more.

Distinguishing letter.	Line of direction.	Length in miles.	Condition.	Former number in Map.	Number in Board's Budget.	Estimate.	Allotment in 1868-69.	Probable date of completion.
						Rs.	Rs.	
C.....	Attur to Pottalpudur via Strivycuntam, Valanad, Tinnevelly, and Papagudi.	7	Completed.	11	163, 166, 169, and 187 of 1868-69.	...	18,430	1871-72.
		48	In progress.					
		55						
	Branches.							
C 1...	Suttamalli to the river.	2	In Progress.	...	183 of 1868-69.	...	1,060	
C 2...	Papagudi to Ambasamudram.	8	Completed.	...	...	...	...	
		10						
		65				82,500	19,490	

The first section of the main line from Attur to Arumugamangalam in the 1st Range is in progress; that from Arumugamangalam to Strivycuntam in the 1st Range is not commenced; that from Strivycuntam to Tinnevelly also in the 1st Range is in progress; that from Tinnevelly to Kallur in the 1st and 2nd Ranges is completed and bridged; and that from Kallur to Pottalpudur in the 2nd Range is in progress. Of the branches, that through Suttamalli to the river is in progress, and that from Papagudi to Ambasamudram is completed, but not bridged. There are 48 miles of main line and 2 miles of branches to complete, and these, at 1,500 Rupees a mile for the main line, and 500 Rupees a mile for the branches, will cost 82,500 Rupees; this road will be completed in 1871-72, and will require a maintenance allowance of 6,000 Rupees, at 100 Rupees a mile for the main line, and 50 Rupees a mile for the branches.

No. 187 of Board's Budget for 1868-69.

No. 166 of Board's Budget for 1868-69.

No. 163 of Board's Budget for 1868-69 sanctioned in Government Proceedings, No. 933, dated 7th April 1868.

No. 11—5,000 Rupees were granted for the repair of this road in Govt. Proces., No. 399, dated 12th Feb. 1868.

No. 169 of Board's Budget for 1868-69.

No. 183 of Board's Budget for 1868-69.

D.

16. From Trichendur on the coast through Palamcottah and Sankaranainarkovil to Rajapalayam on H., with seven branches.

Distinguishing letters.	Line of direction.	Length in miles.	Condition.	Former number in Map.	Number in Board's Budget.	Estimate.	Allotment in 1868-69.	Probable date of completion.
						Rs.	Rs.	
D.....	Trichendur to Rajapalayam.	28	Completed.	2 & 12	164 of 1868-69, G. O. No. 399, 12th Feb. 1868.	...	4,000	1873-74
		64	In progress.				5,000	
		92						
	Branches.							
D 1...	Trichendur to Kulasegarapatnam.	9	Do.....	...	...	...	...	
D 2...	Nallur to Kayalpatnam.	3	Completed.	...	...	...	...	
D 3...	Nallur to Eral	5	In progress.	13	...	...	...	
D 4...	Tentiruperi to Attur.	10	Projected.	...	167 of 1868-69.	...	1,000	
D 5...	Tenkarei to Mudalur.	6	Do.....	...	165 of 1868-69.	...	1,000	
D 6...	Pudukudi to Tirukurungudi.	30	In progress	...	179 and 201 of 1868-69.	...	4,780	
D 7...	Sankaranainarkovil to Vasudevanallur.	12	Do	...	199 of 1868-69.	...	2,000	
		75						
		167				1,16,780	17,780	

The first section of the main line from Trichendur to Nallur, in the 1st Range, is untouched; the second section from Nallur to Pudukudi also in the 1st Range is in progress; the third from Pudukudi to Palamcottah in the 1st Range is completed and bridged; the fourth from Palamcottah to Rajapalayam in the 1st and 3rd Ranges is in progress. Of the branches, that from Nallur to Kailpatnam in the 1st Range is completed and bridged; that from Nallur to Eral in the 1st Range is in progress; those from Tentiruperi to Attur and from Tenkarei to Mudalur in the 1st Range are projected; and those from Trichendur to Kulasegarapatnam in the 1st Range, from Pudukudi to Tirukurungudi in the 1st and 5th Ranges, and from Sankaranainarkovil to Vasudevanallur in the 3rd Range, are in progress: this is an important line throughout; it will connect the coast with Trunk Road No. 4, and with the head-quarters of the district, and will be a feeder to the projected Railway. There are 64 miles of main line and 72 miles of branches to finish, and these at 1,000 and 500 Rupees a mile, respectively, (it being hard ground throughout,) will cost 1,16,780 Rupees; this road will be completed in 1873-74, and will require a maintenance allowance of 12,950 Rupees, at 100 Rupees a mile for the main line, and 50 Rupees a mile for the branches.

No. 164 of Board's Budget for 1868-69.

A grant of 5,000 Rupees was made for repairs this year in Government Proceedings, No. 399, dated 12th February 1868.

No. 2 of the Collector's Budget for 1868-69. A mile or two is made here and there.

No. 1 of Board's Budget for 1867-68.

No. 162 of Board's Budget for 1868-69.

No. 167 of Board's Budget for 1868-69.

No. 165 of Board's Budget for 1868-69.

Nos. 179 and 201 of Board's Budget for 1868-69.

No. 199 of Board's Budget for 1868-69.

E

17. Arumugamangalam on C., through Ottapedaram and Kaitar to Alagiapandiapuram on D., with two branches.

Distinguishing letter.	Line of direction.	Length in miles.	Condition.	Former number in Map.	Number in Board's Budget.	Estimate.	Allotment in 1868-69.	Probable date of completion.
						RS.	RS.	
E	Arumugamangalam to Alagiapandiapuram.	52	In progress	...	162 of 1868-69	...	5,000	1874-75
	Branches.							
E 1	Minachipatti to Strivycuntam	10	Do.	...	...	...	...	...
E 2	Minachipatti to Palayakail	5						
		15						
		67				86,500	5,000	

The section of the main line from Arumugamangalam to Pudukotei in the 1st Range is in progress, but the remainder of the line is untouched; the branches from Minachipatti to Strivycuntam, and from Minachipatti to Palayakail both in the 1st Range are in progress; this road will be a useful feeder to the projected Railway; there are still 52 miles of main line and 15 miles of branches to finish, and these at 1,500 Rupees a mile for main line, and 500 Rupees a mile for branches, will cost 86,500 Rupees. It will be completed in 1874-75, and will require a maintenance allowance of 5,950 Rupees, at 100 Rupees a mile for the main line, and 50 Rupees a mile for the branches.

No. 162 of Board's Budget for 1868-69.

Board's Budget for 1866-67, 2,300 Rupees.

F.

18. Kuppakurichi near the mouth of the Chittar on C., through Gengundan to Alagiapandiapuram on D. This is a short loop line, and will pass mostly along tank and channel banks, the repair of which will well re-pay the expenditure. It will cross Trunk Road No. 4, and will be a useful feeder to the projected Railway. This road will cost 22,500 Rupees, at 1,500 Rupees a mile. It will be completed in 1875-76, and will require a maintenance allowance of 1,500 Rupees, at 100 Rupees a mile.

Distinguishing letter.	Line of direction.	Length in miles	Condition.	Former number in Map.	Number in Board's Budget.	Estimate.	Allotment in 1868-69.	Probable date of completion.
						RS.	RS.	
F	Kuppakurichi to Alagiapandiapuram.	15	Projected.	...	.....	22,500	.....	1875-76

G.

19. Virdupatti through Sivakasi and Sankaranainarkovil to Kadayanallur on H., with one branch. The main line is merely projected, though the branch from Sevvalpatti to Kovilpatty is in progress. It will connect several Zemindaries, and will be a direct route from Tenkasi to the Trunk Road near the Madura frontier. This road will cost 81,000 Rupees, at 1,500 Rupees a mile for the main line, and 500 Rupees a mile for the branch; it will be completed in 1875-76, and will require a maintenance allowance of 5,600 Rupees, at 100 Rupees a mile for the main line, and 50 Rupees a mile for the branch.

Distinguishing letter.	Line of direction.	Length in miles.	Condition.	Former number in Map.	Number in Board's Budget.	Estimate.	Allotment in 1868-69.	Probable date of completion.
						RS.	RS.	
G	Virdupatti to Kadayanallur.	50	Projected.	17	.....	.....	.....	1875-76
	Branch.							
G 1.	Sevvalpatti to Kovilpatti.	12	In progress	18	.....	.....	.....	
		62				81,000		

H No. 1 and 10.

20. From the Madura frontier along the foot of the western ghauts through Strivilliputtur, Tenkasi, and Ambasamudram to Panaguli, near the Travancore frontier, with eight branches.

Distinguishing letter.	Line of direction.	Length in miles.	Condition.	Former number in Map.	Number in Board's Budget.	Estimate.	Allotment in 1868-69.	Probable date of completion.
						RS.	RS.	
H	From Tirumungalum in Madura to Panagudi in the extreme south of Tinnevelly.	43	Completed.	1 and 10	168, 172, and 174 of 1868-69.	.....	16,000	1874-75
		57	In progress.					
		100						
	Branches.							
H 1.	To Watrap	12	Do.	...	173 of do.	.....	5,410	
H 2.	Kadayanellur to Achenkovil pass.	13	Do.	...	190 and 193 of do.	.....	3,000	
H 3.	Tenkasi through Panbulipatnam, to Achenkovil pass.	11	Part completed, part in progress.	...	189 of do.	.....	1,000	
H 4.	Tenkasi to Shenkottah.	4	Completed.	...	.....	.....	.....	
H 5.	Tenkasi through Surandei to Alankolum.	21	Projected.	...	.....	.....	.....	
H 6.	Ambur to Papanasam.	5	In progress.	...	.....	.....	.....	
H 7.	Ambasamudram to Papanasam.	6	Do.	...	195 of do.	.....	600	
H 8.	Kalladakurichi to Aladuyur.	3	Do.	...	196 of do.	.....	200	
		75						
		175				1,12,360	28,360	

Nos. 172 and 174 of Board's Budget for 1868-69.

The first section of the main line from the Madura frontier to Vasudevanallur in the 3rd Range, is in progress.

The second section from Vasudevanallur to Kadayanellur in the 3rd and 2nd Ranges is untouched.

The third section from Kalayanallur to Kalladakurichi in the 2nd Range is completed and the rivers are bridged with one exception, and from Kalladakurichi to Panagudi in the 2nd and 5th Ranges it is in progress and near completion.

No. 168 of Board's Budget for 1868-69.
No. 173 of Board's Budget for do.
Nos. 190 and 193 of Board's Budget for do.
No. 189 of Board's Budget for do.
Part II of Board's Budget for do.
Do. do. do.
Nos 12 and 13 of Collector's Budget for do.
No. 195 of Board's Budget for do.
Part II of Board's Budget for do.
No. 196 of Board's Budget for do.

The branch to Watrap in the 3rd Range is in progress; that from Kadayanallur through Kasidarmam and Vadakarei to the Achenkovil pass in the 2nd Range is in progress; that from Tenkasi through Panbulipatnam to the Achenkovil pass in the 2nd Range is part completed and part in progress; that from Tenkasi to Shenkottah in the 2nd Range is completed and bridged; that from Tenkasi via Surandei to Alankolam in the 2nd Range is projected; those from Ambur to Papanasam, Ambasamudram to Papanasam, and Kalladakurichi to Aladiyur all in the 2nd Range are in progress.

There are 57 miles of main line and 58 miles of branch to complete, which at 1,500 Rupees a mile for main line and 500 Rupees a mile for branches, will cost 1,12,360 Rupees. This road will be completed in 1874-75, and will require a maintenance allowance of 13,750 Rupees, at 100 Rupees a mile for the main line, and 50 Rupees a mile for the branch.

21. Tisayanveli near the coast through Nanguneri to Kalakad on H. connects one of the largest markets in the south, with Trunk Road No. 4, and passes on to the point of junction of several roads to Kalakad; it is all in the 5th Range; nine miles are completed and bridged, and the remainder is in progress throughout; it will cost 17,500 Rupees, at 1,000 Rupees a mile; it will be completed in 1870-71, and will require a maintenance allowance of 2,500 Rupees at 100 Rupees a mile.

I.
No. 181 of Board's Budget for 1868-69.
Part II of do. do.

Distinguishing letter.	Line of direction.	Length in miles.	Condition.	Former number in Map.	Number in Board's Budget.	Estimate.	Allotment in 1868-69.	Probable date of completion.
						Rs.	Rs.	
I.	Tisayanveli to Kalakad.....	9	Completed..	...	181 of 1868-69	17,500	3,000	1870-71
		16	In progress.	...	Part II of do		1,500	
		25					4,500	

22. Vizapati on the coast, through Radapuram and Valliayur to Ervadi, connects the salt pans with Trunk Road No 4; it is all on the 5th Range; six miles are completed and bridged. The remainder will cost 11,250 Rupees at 1,000 Rupees a mile; it will be completed in 1870-71, and will require a maintenance allowance of 2,000 Rupees at 100 Rupees a mile.

J.

Distinguishing letter.	Line of direction.	Length in miles.	Condition.	Former number in Map.	Number in Board's Budget.	Estimate.	Allotment in 1868-69.	Probable date of completion.
						Rs.	Rs.	
J.	Viziapati to Ervadi ...	6	Completed..	...	Part II of 1868-69.	11,250	1,500	1869-70
		14	In progress.					
		20						

23. If the lettering proposed is approved of, it should be rigidly adhered to in future, so that local roads may be as well known by their letters, as Imperial roads now are by their numbers; there will no longer be any doubt as to the identity of a road, as the same road will bear the same letter in all future Budgets and orders: fragmentary estimates for bits of road will no longer be needed, and much confusion of accounts will thus be saved; and the Board and Government will have to refer to only ten lines lettered consecutively, instead of to an endless assortment of roads, with names unknown to all but local officers. When all these lines are completed, estimates for further extensions and branches may be tacked on as supplements to the original estimates, and the preparation of Budgets in future will be the simplest matter possible.

24. The roads we require are not costly lines bridged and embanked throughout, but a good hard surface passable for carts at any time of the year; the main lines should I think be laid out with a uniform breadth of seven yards, with four yards in the centre metalled, but the branch roads need not be metalled at all. Ordinary channels and nullahs should be bridged, but the larger streams might be left unbridged, till the system of roads is completed.

25. I have discussed these arrangements with the Superintending Engineer, who thinks them well suited to the wants of the district.

ENCLOSURE No. 1.—Map.

---

1. The Board approve of the programme of road extension proposed by Mr. Puckle, and concurred in by the Superintending Engineer.

2. From paragraph 4 it appears that the length of the Imperial lines is only 248 miles, while that of the Local lines is 752 miles.

3. The completion of the latter will occupy eight years, and cost nearly seven lakhs of Rupees.

4. The Board consider the proportion of Imperial lines unduly small, and suggest the reconsideration of the relative proportions by the Collector and Superintending Engineer, in connection with Government Order, dated 18th April 1868, No. 1,031, particularly as to some of the principal salt lines.

5. The Board appreciate the advantage of reducing the number of lines so as to facilitate reference, but consider that the system has been carried too far, as in the case of the lines B. and D., when the sections on different sides of Palamcottah have no connection one with the other, and they would therefore be glad to see a slight modification, separating the distinct sections.

6. It would also be more convenient to number the road and reserve the letters for the branches.

(A true Copy and Extract.)

(Signed) A. MACGREGOR,
Acting Secretary.

To the Collector of Tinnevelly.

Copy to the Superintending Engineer, Eighth Division.

Exd. T. Cartledge.

Printed Order of Govt. dated 29th April 1868, No. 1,315, directing the withdrawal of the provision of Rupees 8,166 made for the road from Trichinopoly to Caroor in the current year's Imperial Budget.

1869. Department.

No.

PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 28th July 1868.

No. 5,457.

Approving of programme of road extension proposed by Collector of Tinnevelly and concurred in by Superintending Engineer, and offering certain suggestions.

Read the following letter from C. T. LONGLEY, Esq., Acting Collector of Trichinopoly, to the Acting Secretary to the Board of Revenue, dated 28th May 1868, No. 106:—

As directed in the Government Order as per margin, I have the honour to forward, for submission to Government, in the Revenue Department, the accompanying list of roads in this district which I propose should be maintained from Imperial Funds.

No. 1,031, dated 18th April 1868.

ENCLOSURE No. 1.

List of the roads in the district of Trichinopoly, the formation, repair, or maintenance of which shall hereafter be charged to Imperial Funds.

Number.	Name of the roads.	Remarks.
1	Trunk Road No. VIII.	
2	Road from Trichinopoly to Tanjore via Tuwagudi.	
3	Road from Trichinopoly to Salem via Museri.	
4	Road from Trichinopoly to Caroor.	
5	Do. from do. to Dindigul.	
6	Do. from do. to Madura.	
7	Do. from do. to Trunk Road No. IX. via Woodiarpolliem.	
8	Road from Trichinopoly to Salem via Torriore.	This road is under construction from Imperial Funds. After its completion, I recommend that the repair and maintenance connected therewith should be charged to Local Funds.

NOTE.—With the exception of the roads mentioned in this list, all other road work shall be provided for from Local Funds. This list has been prepared in concurrence with the opinion of the Superintending Engineer.

TRICHINOPOLY,
28th May 1868.

(Signed) C. T. LONGLEY,
Acting Collector.

1. Resolved that the foregoing letter, together with the list of roads proposed to be maintained from Imperial Funds, be submitted to Government, with reference to their Order, dated 18th April 1868, No. 1,031.

2. The Board generally approve of the Acting Collector's proposition to retain as Imperial the several roads enumerated in the list, which appears to have been prepared with the concurrence of the Superintending Engineer.

3. Mr. Longley includes in the list the road from Trichinopoly to Caroor, without making any allusion whatever to the Board's Proceedings of the 27th March 1868, No. 2,232, in which it was decided that this line should be treated as Local. It will also be observed that the Government, concurring in the view taken by the Board, have withdrawn the provision of Rupees 8,166, made for this road in the current year's Imperial Budget.

See paragraph 3 of G. O., P. W. D., dated 29th April 1868, No. 1,315.

4. At the foot of the list above referred to, the Acting Collector enters separately another road, namely, that from Trichinopoly to Salem via Torriore, the repair and maintenance of which he recommends should be charged to Local Funds, after the completion of the work; but in their Proceedings marginally noted, the Board have decided that the line should be treated as Imperial, and they see nothing advanced afresh to induce them to alter their opinion.

Dated 23rd August 1867, No. 5,453, paragraph 19.
Do. 27th March 1868, ,, 3,232, do. 5.

5. In their Order* sanctioning the revised Settlement of the Trichinopoly District, Government themselves admitted that a liberal road allotment should be made for that district, and the Board think that the present proposal is fair and moderate.

* Dated 5th April 1864, No. 577, paragraph 23.

(True Copies and Extract.)

Acting Secretary.

To the Acting Secretary to Government, Revenue Department.
,, the Acting Collector of Trichinopoly.

Exd. T. Cartledge.

Dated 27th August 1868.

No. 6,152.

Proceedings of the Board of Revenue

No. 2852

Rev. 1868. Department

Submitting to Government with remarks letter from Acting Collector of Trichinopoly, forwarding list of roads in District proposed to be maintained from Imperial funds.

No. 6,575.

Proceedings of the Board of Revenue, dated 15th September 1868.

Read the following letter from G. VansAGNEW, Esq., Acting Collector of North Arcot, to the Acting Secretary to the Board of Revenue, dated Chittoor, 9th June 1868, No. 188:—

1. Adverting to Government Order, Revenue Department, dated 18th April 1868, No. 1,031, I have the honour to submit a list of all the roads in this district, the formation, repair, or maintenance of which it is proposed, by the Superintending Engineer and myself, should hereafter be charged to Imperial Funds.

2. We retain Trunk Roads I., X., and XI., and discard from the old Imperial list, Trunk Roads Nos. VII. and XIII., from Tripatti to junction with Trunk Road No. XI., and that running immediately parallel to the North-West Line of Railway, substituting in lieu of them the continuations of the three great lines from Trichinopoly to Vellore, Arcot, and Conjeveram, including in the first of these, the portion of road running north of Vellore via the Cautpady Station, to its junction with Trunk Road No. X.

Enclosure No. 1.

List of proposed Imperial roads in the North Arcot district, prepared in communication with the Superintending Engineer, with reference to G. O., No. 1,031, dated 18th April 1868.

Number.	Name of Road.
1	Trunk Road No. I.
2	Ditto. No. X.
3	Ditto. No. XI.
4	Road from South Arcot frontier via Poloor, Vellore, and Cautpady, to junction with Trunk Road No. X.
5	Ditto ditto ditto to Arcot via Chetput.
6	Ditto ditto ditto to Conjeveram via Thellar and Wandewash.

(Signed) G. VansAGNEW,
Acting Collector.

Chittoor,
9th June 1868.

---

1. Resolved that the list, received with the foregoing letter, of the roads of the North Arcot district, the formation, repairs, and maintenance of which, are proposed to be exclusively undertaken from Imperial Funds, be submitted to Government, with reference to paragraph 3 of their Order, dated 18th April 1868, No. 1,031.

2. The list contains six roads in all of which the Superintending Engineer is said to have concurred. Mr. VansAgnew proposes to retain as Imperial Nos. I., X. and XI. only of the trunk roads, discarding from the old Imperial list appended to Government Order, Revenue Department, dated 5th January 1865, No. 13, lines Nos. VII. and XIII. as local, in lieu of which, he proposes to substitute the three great lines of roads noted in the margin.

1. Road from South Arcot frontier via Poloor, Vellore, and Cautpaudy to junction with Trunk Road No. X.
2. Do. do. to Arcot via Chetput.
3. Do. do. to Conjeveram via Thellar and Wandewash.

3. The Board observe that the line No. VII. is the second class road from Poothalpet on Trunk Road No. 11, to Kircumbaudy on Trunk Road No. 13. The No. VII. just referred to has all along been regarded as one of the trunk lines, though the real Trunk Road No. VII. is from near Ongole on Trunk Road No. 6 to the Hyderabad frontier at Pondigal, on the south bank of the Kistna river. The road in question should, therefore, be treated as local, and it will accordingly be excluded from the list of Imperial roads, as proposed by the Acting Collector and Superintending Engineer.

4. As regards Trunk Road No. XIII., the reason assigned for excluding it from the Imperial list is that it runs parallel to the North-West Line of Railway. The Board attach no importance to the circumstance of portions of trunk roads running parallel to a Railway. The importance of the parts

is no doubt lessened; but the expense of maintaining is also correspondingly diminished, and there is a manifest administrative convenience in retaining the great lines imperial in their integrity. A fragmentary distribution of them is undesirable. The Board are, therefore, of opinion that the road in question should be retained as Imperial.

5. The suggestion of Mr. VansAgnew to substitute the three lines named above, on the other hand, does not commend itself to the Board. They do not see how portions of them in North Arcot alone can be made Imperial, without, at the same time, making their continuations in the South Arcot and Trichinopoly districts also Imperial. This would impose an undue burden on the State.

6. The Board, moreover, observe that, of these three lines, the last, namely, that from Thellar to Conjeveram viâ Wandewash, is a completed work, and that a maintenance allowance of Rs. 3,800 has been provided for the work in the current year's District Road Fund Budget, and that portions of the other two roads are still in progress, though no estimates have yet been submitted for them. The Board request that the Government will contribute from Imperial Funds a moiety of the expenditure which may be required for the completion of these two works, as the Road Fund of the district will soon be entirely absorbed in maintenance allowances alone.

(True Copies and Extract.)

Acting Secretary.

To the Acting Secretary to Government, Revenue Department.

Copy to the Acting Collector of North Arcot.
" to the Superintending Engineer, Fourth Division.

Exd. J. Wright.

Dated 15th September 1868.

No. 6,575.

Submitting to Government with remarks list forwarded by Collector of North Arcot, showing roads proposed to be classed as Imperial in District

PROCEEDINGS OF THE BOARD OF REVENUE,

Rev. 1868. Department

No. 7,178.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 8th October 1868.

Read the following letter from C. W. READE, Esq., Collector of South Arcot, to the Acting Secretary to the Board of Revenue, dated Cuddalore, 27th August 1868, No. 208:—

IN reference to the Proceedings of the Board, dated the 1st instant, No. 5,596, approving, with certain exceptions, the list submitted by me of roads in this district, the formation, repair, and maintenance of which it is proposed to charge to Imperial Funds, I have the honour to forward copy of a letter* from the Superintending Engineer, Fifth Division, in which he objects to the transfer from the Imperial Fund to the Local, of the road from Oolundoorpet to the Salem frontier.

* Dated 24th August 1868, No. 150.

2. I fully concur with Colonel Foord in all he states against the transfer, and trust, therefore, that no change will be made in the list of roads to be maintained from Imperial and Local Funds, as agreed to by Colonel Foord and myself.

ENCLOSURE No. 1.

From Lieutenant-Colonel E. A. FOORD, R. E., Superintending Engineer, Fifth Division, to the Collector of South Arcot, dated Oossoor, 24th August 1868, No. 150.

IN reply to your letter of the 14th of August, No. 169, I have the honour to inform you that it will not be expedient to transfer the road from Oolundoorpet to the Salem frontier, from the Imperial to the Local Fund.

2. The Board in making the suggestion have overlooked the fact that the road is part of the mainline from Cuddalore to Salem, and that though there is the alternative line through Virdachellum, by far the greater portion of the thorough traffic goes by Oolundoorpet and Kullakurchi.

3. This portion of the road has always been entered separately in the South Arcot list of roads, because the road from Cuddalore does not go direct to Oolundoorpet, but joins Trunk Road No. 8, about seven miles north of Oolundoorpet, in order that one bridge over the Guddelum might serve for both roads. The seven miles of Trunk Road No. 8, also form a part of the road from Cuddalore to Salem.

4. Another reason for entering the portions of this road, east and west of Oolundoorpet, separately, is that one is in the First Range, and the other in the Third Range.

5. There is no road in the Division on which there is more traffic, both on the portion in the South Arcot district, and on that in the Salem district. In fact, the traffic is so heavy that the Collector of Salem has recently suggested that the maintenance allowance should be increased.

6. The road from Cuddalore to Salem may be said to consist of three portions, first, Cuddalore to Oolundoorpet; second, Oolundoorpet to the frontier; and third, frontier to Salem. It would not be advisable to class the first and third portions as Imperial, and the intermediate as Local.

7. It would be better to transfer the road from Virdachellam to the frontier to the Local Fund, only that road is still in a very unfinished state, many bridges having yet to be built. Or the road to Merkanum, when made, might be classed as Local. Either of these transfers would be preferable to the one proposed.

(True Copy.)

(Signed) C. W. READE,
Collector.

SUBMITTED to Government in continuation of the Board's Proceedings, dated 1st August 1868, No. 5,596.

2. Under the opinion expressed by the Superintending Engineer and concurred in by the Collector, the Board now recommend that the road from Oolundoorpet to Salem frontier be added to the Imperial list.

(True Copies and Extract.)

Acting Secretary.

To the Acting Secretary to Government, Revenue Department.

Copy to the Acting Collector of South Arcot.
" to the Superintending Engineer, Fifth Division.

Exd. J. Wright.

via Kariapatti and Aruppukottai

Revenue 1868. Department.

No. 3244.

PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 8th October 1868.

Read 12-
Rec'd 12-

No. 7,078.

Transfer from Imperial to Local Fund, of road from Oddandcorpet to Salem frontier.—Objections raised by Superintending Engineer 5th Division and Collector against, submitted to Government with Board's recommendation that road be added to Imperial list.

No. 7,075.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 6th October 1868.

Read the following letter from G. L. MORRIS, Esq., Collector of Tanjore, to the Board of Revenue, dated Point Calimere, Tritrapundi talook, 26th June 1868, No. 145:—

As directed in the Board's Proceedings, dated 14th November 1867, No. 7,428, I have the honour to submit, herewith, two Statements, Nos. 1 and 2, and one Map connected with the system of roads in this district, prepared in communication with the Superintending Engineer, Sixth Division.

2. Statement No. 1 shows all the roads in the district, completed, in progress, or projected, and the amount of annual maintenance allowance for each. No. 2 shows the probable outlay required for reforming existing roads, for completing unfinished, or for forming new roads, with a short description of each. All these roads are shown in the Map in their different stages, in distinctive colors, as directed in paragraph 4 of the Proceedings under reply.

3. Both Captain Oakes and myself have come to the conclusion that the three roads noted in the margin alone should hereafter be classed as Imperial, and all the rest as Local, and it is according to this division that the scheme and the Map have been prepared.

1. Trunk Road No. IX.
2. Road No. 1 from Negapatam to Trichinopoly via Tanjore.
3. Road No. 2 from Trichinopoly to Anikaran Choultry,—vide Board's Procs., dated 26th Aug. 1867, No. 5,508, also letters to Board, dated 12th Oct. 1867, No. 132, and 20th Nov. 1867, No. 224, respectively.

4. The Board will observe from Statement No. 2 that Rupees 13,05,478 are required for the proposed improvements to the existing lines and formation of new ones. The maintenance allowance as now revised comes to Rupees 59,307-8-0, and Captain Oakes states that as the roads now in progress are completed, it may rise to Rupees 75,969, or even higher, should any of the roads be metalled.

5. The annual income from the Road Cess is estimated at about two lacs of Rupees, and the present scheme, therefore, would more than fully employ it for seven years.

6. Many of the roads shown on the Map as completed and bridged are provided for in Statement No. 2, and regarding such the Superintending Engineer observes thus:—"Many of the so-"called roads are mere tracks, and others where they run along river banks require raising, widen-"ing, or both."

7. A glance at the Map will show that the present scheme fairly provides for the want of this district with regard to roads, the whole forming a net work as it were. It is not denied that many more cross roads from the main lines to villages or groups of villages are required, but these Captain Oakes says will each be about a mile long, and can be provided for separately as occasion may require.

8. I take this opportunity to reply to the Government Order, No. 1,031, of 18th April 1868, in the Revenue Department. Statement No. 1 will supply the place of the list called for to show the classification of roads into Imperial and Local. There are no roads in this district which are recommended to be newly formed or put in order from Imperial Funds, and transferred to Local Funds for maintenance.

via Kariapatti and

ENCLOSURES Nos. 1 and 2.—Statements.

ENCLOSURE No. 3.—Map.

WITH the foregoing letter the Collector submits two complete Statements of the road system of the district, with reference to the Board's Proceedings, dated 14th November 1867, No. 7,428, and states that Statement No. 1 supplies in part the place of the list of roads to be treated as Imperial, called for in Government Order, Revenue Department, dated 18th April 1868, No. 1,031.

* 1. Trunk Road No. 9 from the Lower Coleroon Anicut to Combaconum	13	4
2. Road from Tanjore to Negapatam and west of Tanjore	72	0
3. Road from the Grand Anicut to the Coleroon at Sheally, and from the latter place to Anakaren Chattrum	82	4
Miles...	168	0

2. The Statement No. 1 comprises eighty-five roads, aggregating a mileage of 1,363.

3. The Collector and Superintending Engineer propose that three* of these only shall be regarded as Imperial.

4. According to this plan, the State would keep up 168 miles of road at an annual expense of Rupees 22,125.

5. The people of the district will be saddled with 1,195 miles of road, which it will cost thirteen lacs to complete, and upwards of 80,000 Rupees annually to maintain, and this is exclusive of village roads.

6. The Tanjore district has a population of 1,730,000, and its gross revenue, in Fusly 1277, was 68 lacs in round numbers. The revenue from those sources,† which are especially affected by the state of the roads, was upwards of 58½ lacs.

†	Rs.
Land Revenue	42,49,000
Customs	4,78,000
Salt	11,36,000
	58,63,000

7. Such a distribution of the burden, between the State and the people, is manifestly inequitable, and involves an infraction of the pledges under which the Road Cess was introduced.

8. The Board concur with the Collector and Engineer as to the three roads named by them. They would, however, add the following roads for the reasons assigned in each case:—

No. 5. Tanjore to Combaconum, 23 miles.
No. 12. Aduthoray to Tranquebar, 26-4 } These roads connect Tanjore, the capital of the district, with Combaconum, the next most important town and the locale of the Provincial School, and with Tranquebar, where the second Zillah Court of the district is established. There cannot be a question of the obligation of the State to keep up the means of communication between places of such general and official importance.

No. 3. Portion from Adrampatam to Gendracotah, 32 miles.
No. 8. Puttucottah to Tanjore, 40 miles. } These are salt lines connecting the large Salt depôt of Adrampatam with Tanjore, and running through a tract of country, which must draw its supplies of salt from that station.

No. 60. From Kattumavady Salt Depot to Arundhangy, 20 miles. } This is also a salt road.

No. 18. Mannargudy to Vedaraniem, 34 miles.— Do. do. The tract of country through which this line passes is not affected by the Vedaraniem and Negapatam canal nor by the Railway.

No. 36. Portion from Negapatam to Tranquebar, 20 miles. } This connects the station of the Civil and Session Judge with Negapatam, and is part of the old Imperial Coast line.

No. 28. Road from Tranquebar to Sheally, 18 miles.
No. 31. Road from Mayaveram to Road No. 28, 11 miles. } These connect the large towns of Sheally and Mayaveram with Tranquebar, the station of the Court.

9. The above additions would raise the Government share of roads from 168 miles to 392, and the maintenance charges from Rupees 22,125 to Rupees 41,963. The outlay necessary for completing these lines would be Rupees 2,50,000.

10. There would still remain as a burden on the people a mileage of 962, which will cost Rupees 10½ lacs to complete, and Rupees 60,000 annually to keep up. The completion of these will absorb the Road Fund for the next four-and-a-half years, and after all there will be a considerable extent of Village roads to be made.

11. Calculated on the revenue of 58 lacs given in paragraph 6, the Government allowance for maintenance is under one per cent., while the people are taxed at the rate of 3⅛ per cent. Much of the expense of road-making in Tanjore is owing to the manner in which the district, like the Godavery and Kistna districts, is intersected by the Irrigation channels of the Government. The Board are, therefore, of opinion that, as proposed* by them in the case of those districts, Government should contribute a moiety of the cost of all bridges, where this exceeds 2,500 Rupees.

*Board's Proceedings, 7th August 1868, No. 5,722.
Do. 5th September 1868, No. 6,307.

(A true Copy and Extract.)

Acting Secretary.

To the Acting Secretary to Government, R. D.,
with two Statements.

,, the Collector of Tanjore.
,, the Superintending Engineer, Sixth Division.

Exd. T. Cartledge.

	Road from Karikal to Tranquebar (a portion of No. 36.)	1	2	0	...	...	...	60	0	0	100	0	0	125	0	0	125	0	0	
37	Do. from Moottoopettah to Madoockoor.	8	0	0	20	0	0	160	0	0	40	0	0	320	0	0	160	0	0	Four miles to be reformed; only Rs. 160 required for 1868-69.
38	Do. from Ammapettah to Aulengoody.	6	0	0	20	0	0	120	0	0	40	0	0	240	0	0	240	0	0	
39	Do. from Papenasem to Ammapettah.	9	0	0	100	0	0	900	0	0	120	0	0	1,080	0	0	1,080	0	0	To be continued to Capistalem.
40	Do. from Coottalem to Lower Anicut.	12	0	0	25	0	0	300	0	0	50	0	0	600	0	0	600	0	0	
41	Do. from Vydesvaren Covil to Pandanalloor.	14	0	0	25	0	0	350	0	0	50	0	0	700	0	0	700	0	0	To be reformed; an estimate will be submitted.
42	Do. from Teroovengaud to joining road Nos. 32 and 28.	5	0	0	...	...	...	...	...	..	40	0	0	200	0	0	200	0	0	Salt road.
43	Do. from Teroovengaud to Teroonagherry.	4	0	0	30	0	0	120	0	0	40	0	0	160	0	0	160	0	0	Do.
44	Do. from Teroovengaud to Neidavassel.	5	0	0	40	0	0	200	0	0	40	0	0	200	0	0	200	0	0	Do.
45	Do. from Malayoor to joining road No. 42.	2	0	0	40	0	0	80	0	0	40	0	0	80	0	0	80	0	0	Do.
46	Do. from Nagoor to Cangalancherry.	14	4	0	40	0	0	580	0	0	60	0	0	870	0	0	870	0	0	A great part must be reformed.
47	Do. from Natchiar Covil to Nunnilem.	15	0	0	40	0	0	600	0	0	50	0	0	750	0	0	750	0	0	
48	Do. from Combaconum to Mayavaram.	26	0	0	40	0	0	1,040	0	0	50	0	0	1,300	0	0	1,300	0	0	
49	Do. from Vellem to Alacoody on the line of Railway.	4	1	101	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Road embankment raised; of no use; not to be completed.
50	Do. from Iyempettah to Teroocauttoopully along the south bank of Codamurty.	16	0	0	...	...	...	...	...	...	40	0	0	640	0	0	640	0	0	Road under restoration. Vide remark in Statement No. 2.
51	Cross-road branching from road No. 18 at the Mulliar head and joining road No. 35, and thence to Talnayer.	22	4	0	...	...	...	...	...	...	50	0	0	1,125	0	0	*425	0	0	Earth-work completed; masonry works about to be provided; road to be extended along Hurychundra Nady bank to Talanayer; allotment* required for 1868-69 only for 8½ miles. Vide remark in Statement No. 2. Vide also G. O., dated 20th Novr. 1865, No. 3,499.

List of roads in the Tanjore district, etc.—(Continued.)

No.	Names of Roads.	Number of miles. Miles.	Furlongs.	Yards.	Present allotment. Rate.	Amount.	Proposed allotment. Rate.	Amount.	Amount required for 1868-69.	Remarks.
1	2	3			4	5	6	7	8	9
					RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	
52	Road from Puttoocottah to Sathoobavachutram *via* Pullathoor.	12	0	0	... ...	... ...	40 0 0	480 0 0	....	Road to be reformed.
53	Do. from Teroovalendoor to Palavaur bridge on road No. 41, and thence to the Coleroon bank *via* Manamode.	9	0	0	... ...	... ...	75 0 0	675 0 0	....	1½ miles from Manamode to Coleroon bank provided for in Local Fund Budget of 1868-69.—Vide remark in Statement No. 2. Vide also G. O., 4th September 1866, No. 2,339.
54	Do. from Parallem to Ambacolathoor on the French frontier.	4	0	0	... ...	... ...	60 0 0	240 0 0	240 0 0	Road formed under estimate sanctioned in G. O., 17th August 1866, No. 2,115.
55	Cross-road along the Puthaur north bank to connect roads Nos. 35 and 14.	2	0	0	... ...	... ...	60 0 0	120 0 0	120 0 0	Do. in Government Order, 20th July 1866, No. 1,821.
56	Do. from Tanjore to Vallam *via* Pulliarputty.	6	0	0	... ...	... ...	150 0 0	900 0 0	900 0 0	
57	Railway feeder from Senjeeputty to Boodaloor, and thence to Poodoochatram.	9	4	0	... ...	... ...	100 0 0	950 0 0	*500 0 0	* Road in progress to Boodaloor five miles, to be extended to Poodoochatram about 4½ miles; allotment required for 1868-69 only for five miles. G. O., (P. W. D.,) 31st October 1864, No. 3,116; G. O., 26th April 1866, No. 1,316; and G. O., (R. D.,) 13th September 1866, No. 2,450.
12	Do. from Andoothoray to Tranquebar.	26	4	0	50 0 0	1,325 0 0	50 0 0	1,325 0 0	1,325 0 0	
13	Do. from Combaconum to Karikal.	27	0	0	40 0 0	1,080 0 0	50 0 0	1,350 0 0	1,350 0 0	
14	Do. from Combaconum to Codavassel.	8	4	0	40 0 0	340 0 0	50 0 0	425 0 0	900 0 0	
		9	4	0	50 0 0	475 0 0	50 0 0	475 0 0		
		18	0	0		815 0 0				
15	Do. from Combaconum to Mannargudi.	* 24	0	0	100 0 0	2,400 0 0	150 0 0	3,150 0 0	5,150 0 0	* Three miles repaired by Municipality; the proposed allotment in column 7 is, therefore, only for 21 miles.
	Do. from Mannargudi to Adirampatam.	20	0	0	80 0 0	1,600 0 0	100 0 0	2,000 0 0		
		44	0	0		4,000 0 0				
16	Do. from Valanghaman to Codavassel.	6	4	0	50 0 0	325 0 0	60 0 0	390 0 0	1,080 0 0	
		11	4	0	60 0 0	690 0 0	60 0 0	690 0 0		
		18	0	0		1,015 0 0				
17	Do. from Codavassel to Coradachary.	6	0	0	100 0 0	600 0 0	100 0 0	600 0 0	600 0 0	
18	Do. from Mannargudi to Tritrapundi and Vedaranyam.	9	4	0	80 0 0	760 0 0	100 0 0	950 0 0	2,297 8 0	† A mere track through sand; ought to be reformed.
		10	4	0	50 0 0	525 0 0	75 0 0	787 8 0		
		† 14	0	0	20 0 0	280 0 0	40 0 0	560 0 0		
		34	0	0		1,565 0 0				
19	Do. from No. 15 to Aroodhanghee and Puttucottah.	‡ 46	0	0	... ...	1,380 0 0	50 0 0	1,800 0 0	1,800 0 0	‡ Branches from No. 15, ten miles south of Mannargudi; should be 36 miles; the proposed allotment in column 7 has been accordingly entered.
20	Do. from Puttucottah to Avidiarcovil.	32	0	0	... ...	960 0 0	40 0 0	880 0 0	... ...	Branches from No. 19, ten miles south of Puttoocottah road should be reformed; till then no allotment is required; the proposed allotment in column 7 is only for 22 miles.
21	Do. from Aroondanghee to Minpesel.	23	0	0	30 0 0	690 0 0	50 0 0	1,150 0 0	1,150 0 0	
22	Do. from Auvidiarcovil to Manamalcoody.	12	0	0	... ...	... ...	40 0 0	480 0 0	... ...	To be reformed before allotment is made.
23	Do. from Mannargudi to Trivalore.	16	0	0	50 0 0	800 0 0	100 0 0	1,600 0 0	1,600 0 0	

List of Roads in the Tanjore district, etc.—(Continued.)

No.	Names of Roads.	No. of miles. Miles.	Furlongs.	Yards.	Present allotment. Rate.	Amount.	Proposed allotment. Rate.	Amount.	Amount required for 1868-69.	Remarks.
1	2	3			4	5	6	7	8	9
					RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	
24	Road from Moottoopettah to Minpesel via Adirampatam.	38	0	0	50 0 0	1,900 0 0	50 0 0	1,900 0 0	1,900 0 0	Masonry works required from Adirampatam to Moottoopettah, and south of Chattoobava Chuttrum.
25	Do. from Moottoopettah to Vadarniem.	25	0	0	... ...	... ...	40 0 0	1,000 0 0	... ...	Sand track; must be reformed, but not required.
26	Do. from Moottoopettah to Valangunny.	32	0	0	80 0 0	2,560 0 0	100 0 0	3,200 0 0	3,200 0 0	
27	Do. from Cottoor to Sangandi.....	8	0	0	30 0 0	240 0 0	50 0 0	400 0 0	... ...	About to be completed from Local Funds; no repair allotment required for 1868-69.
28	Do. from Tranquebar to Shealli..	18	0	0	60 0 0	1,080 0 0	80 0 0	1,440 0 0	1,440 0 0	
29	Do. from Shealli to Teroomalavassel.	7	4	0	40 0 0	300 0 0	50 0 0	375 0 0	375 0 0	
30	Do. from Mayavarem to Nagore.	25	0	0	100 0 0	2,500 0 0	100 0 0	2,500 0 0	2,500 0 0	
31	Do. from Mayavarem to road No. 28.	11	0	0	40 0 0	440 0 0	50 0 0	550 0 0	550 0 0	
32	Do. from Mayavarem to Cauverypatam.	15	0	0	25 0 0	375 0 0	25 0 0	375 0 0	375 0 0	
33	Do. from Nunnilem to Nagore joining road No. 30.	10	0	0	25 0 0	250 0 0	40 0 0	400 0 0	400 0 0	
34	Do. from Aulioor to Nagoor ...	4	4	0	80 0 0	360 0 0	50 0 0	225 0 0	225 0 0	
35	Do. from Parallem to Terootarapundi via Trivalore.	28	0	0	100 0 0	2,800 0 0	120 0 0	3,360 0 0	3,360 0 0	
36	Do. from Nagoor to Valangunny.	18	4	0	... ...	5,640 0 0	... ...	... ...	... ...	
	Amount to be paid to Negapatam Municipality for portion of road transferred to their charge.—Vide remark at foot of last page.	...	...	...	... ...	4,990 0 0	... ...	... ...	... ...	
	Do. for remaining portion... ...	6	4	0	100 0 0	650 0 0	100 0 0	650 0 0	650 0 0	Nearly six miles metalled under Municipality, Rupees 4,990.

No. I.—SIXTH DIVISION.

List of Roads in the Tanjore district, completed, in progress, or projected.

No.	Names of Roads.	Number of miles. Miles.	Furlongs.	Yards.	Present allotment. Rate.	Amount.	Proposed allotment. Rate.	Amount.	Amount required for 1868-69.	Remarks.
1	2	3			4	5	6	7	8	9
					RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	
	Imperial Roads.									
	Trunk Road No. 9 from Lower Anicut to Combaconum.	13	4	0	150 0 0	2,025 0 0	... ...	... ...	2,025 0 0	
1	Road from Tanjore to Negapatam .	52	0	0	150 0 0	7,800 0 0				
	Do. west of Tanjore	20	0	0	120 0 0	2,400 0 0				
		72	0	0		10,200 0 0	... ...	... ...	10,200 0 0	
2	Do. from Grand Anicut to the Coleroon at Shealli.	75	4	0	120 0 0	9,060 0 0				
	Do. from Shealli to Annikaren Chuttrum.	7	0	0	120 0 0	840 0 0				
		82	4	0		9,900 0 0	... ...	... ...	9,900 0 0	
	Total...	...	...	...	... ...	22,125 0 0	... ...	... ...	22,125 0 0	
	All the roads below are to be regarded as Local roads for the future, and to be provided for from Local Funds.									
3	Road from Adirampatam to Sengeeputty via Gundracottah.	42	0	0	80 0 0	3,360 0 0	80 0 0	3,360 0 0	3,360 0 0	

List of Roads in the Tanjore district, etc.—(Continued.)

No.	Names of Roads.	Number of miles. Miles.	Furlongs.	Yards.	Present allotment. Rate.	Amount.	Proposed allotment. Rate.	Amount.	Amount required for 1868-69.	Remarks.
1	2	3			4	5	6	7	8	9
					RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	
4	Road from Tanjore to the south bank of Coleroon.	* 7	0	0	100 0 0	700 0 0	120 0 0	600 0 0	875 0 0	* Metalled for two miles to Vennaur Bridge now provided for by the Municipality. The proposed allotment in Column 7 is, therefore, only for five miles.
		† 2	6	0	80 0 0	120 0 0	100 0 0	275 0 0		† 1 M. 4 F. original road; now 2 M. 6 F. The proposed allotment in Column 7 is accordingly increased.
		9	6	0		820 0 0				
5	Do. from Tanjore to Combaconum.	‡ 7	4	0	100 0 0	750 0 0	100 0 0	550 0 0	2,100 0 0	‡ 2 miles on No. 4; 21 miles on No. 5; the proposed allotment in Column 7 is, therefore, accordingly reduced.
		15	4	0	70 0 0	1,085 0 0	100 0 0	1,550 0 0		
		23	0	0		1,835 0 0				
6	Do. from Tanjore to Govindagoody on Road No. 10.	14	0	0	... ...	... ...	75 0 0	1,050 0 0	1,050 0 0	Road under restoration.
7	Do. from Tanjore to Mannargudi.	11	0	0	40 0 0	440 0 0	60 0 0	660 0 0	1,320 0 0	
		11	0	0	50 0 0	550 0 0	60 0 0	660 0 0		
		22	0	0		990 0 0				
8	Do. from Puttucottah to Tanjore .	40	0	0	80 0 0	3,200 0 0	80 0 0	3,200 0 0	3,200 0 0	
9	Do. from Gondracottah to Road No. 1.	14	0	0	40 0 0	560 0 0	60 0 0	840 0 0	840 0 0	
10	Do. from Paupenasem to Valengaman.	7	0	0	40 0 0	280 0 0	60 0 0	420 0 0	420 0 0	
11	Do. from Combaconum to Woodiarpolliem.	5	4	0	40 0 0	220 0 0	60 0 0	330 0 0	330 0 0	
58	Road from Coradachery to road No. 23 from Mannargoody to Trivalore, and thence to No. 51.	10	0	0	....		60 0 0	600 0 0	*300 0 0	* Road in progress to No. 23, five miles; to be extended to join No. 51 five miles; allotment required for 1868-69 only for five miles. Vide remark in Statement No. 2.
59	Cross-road from Pulienjary on road No. 2, to the Coleroon *via* Teroopperambiem.	4	0	0	....		50 0 0	200 0 0	200 0 0	Road in progress, may be extended some day to Ammapettah, but at an enormous cost.—Vide G. O., 14th December 1865, No. 3,023.
60	Road from Kuttoomovady Salt Depot to Arundanghee *via* Maimangalum.	20	0	0	....		30 0 0	600 0 0	† 300 0 0	Road formed to Maimangalum ten miles, to be extended to Arundanghee ten miles. † Allotment required for 1868-69 only for ten miles.
61	Do. branching from road No. 18 in the limits of Coonnaloor, and joining road No. 25.	4	0	0	....		30 0 0	120 0 0	120 0 0	
62	Do. from Poonthotem to Karikal.	5	0	0	....		40 0 0	200 0 0	200 0 0	
63	Do. from No. 26 near Terootrapoondi, or from Panmani to Cullimode.	9	0	0	....		150 0 0	1,350 0 0	1,350 0 0	Completion of masonry works provided for in 1868-69; soil very bad. Vide remark in Statement No. 2.
64	Do. from Puttoocottah to Mannargudi *via* Cannoogudy.	20	0	0	....		60 0 0	1,200 0 0	1,200 0 0	Road work in progress.
65	Cross-road from No. 35 near Hurychandranady Bridge to Keevalore, on Road No. 1.	12	4	0	....		120 0 0	1,500 0 0	....	Road provided for in Budget of 1868-69. Three-quarter mile north of Keevalore called Railway-feeder completed and metalled.—Vide remark in Statement No. 2.
66	Do. from Valipoliem, near Negapatam to Sickle through Alyoor road *via* Shangamungalum and Pulioor.	3	0	0	....		40 0 0	120 0 0	....	Road projected; opposed; may not be carried out.
		About.								
67	Do. from Keelyoor on No. 26 to join No. 65.	7	0	0	....		120 0 0	840 0 0	....	Road projected; line to be followed not determined upon.
68	Do. from Poothoor on Road No. 2 to Poodooputeram near Devicottah along the bank of Poodoomanyar.	6	0	0	....		75 0 0	450 0 0	....	Road projected; provided for in Budget of 1868-69; estimate under preparation.—Vide remark in Statement No. 2.
		About.								
69	Do. from Sheally to Panangathangoody on the Coleroon bank.	7	0	0	....		75 0 0	525 0 0	....	Do. do.

List of Roads in the Tanjore district, etc.—(Concluded.)

No.	Names of Roads.	No. of miles. Miles.	Furlongs.	Yards.	Present allotment. Rate.	Amount.	Proposed allotment. Rate.	Amount.	Amount required for 1868-69.	Remarks.
1	2	3			4	5	6	7	8	9
					RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	
70	Forming road along the Coleroon south bank from Lower Anicut to Annickaren Chuttrum.	27	0	0	.....	... ...	50 0 0	1,350 0 0	....	Six miles in progress; Rupees 3,750, G. O., No. 408, of 6th January 1868, provision made in Budget of 1868-69, for a portion of the road.
71	Road from Anakoody to join Trunk Road No. 9, via Covilachary.	1	0	0	.....	... ...	25 0 0	25 0 0	25 0 0	Road projected, will be executed in 1868-69.
72	Do. branching from road No. 48 in Cadiramungalam limits, and leading through Araloor to its junction with road No. 41 at Pandanalloor.	About. 8	0	0	.....	... ...	60 0 0	480 0 0	480 0 0	
73	Do. from No. 2 at Coottallem to Paliyoor on No. 13.	About. 4	0	0	....	... ...	75 0 0	300 0 0	....	Projected, to be provided for in 1868-69. *Estimate under preparation.
74	Do. from Kaddavassel on road No. 29, to Auchapuram on Coleroon bank.	About. 6	0	0	.....	... ...	75 0 0	450 0 0	....	Projected.
75	Do. from Puttoocottah to Aroondanghy, via Trichuntambalem.	32	0	0	.....	... ...	25 0 0	800 0 0	....	To be reformed and provided with minor masonry works.
76	Do. from No. 18 to No. 25, between Pamanyaur and Corayaur rivers.	14	0	0	.....	... ...	75 0 0	1,050 0 0	....	Projected.
77	Do. from No. 23, along the north bank of Vannaur to Vadapathimungalum, six miles, and eventually to road No. 35, about four more.	10	0	0	.....	... ...	60 0 0	600 0 0	....	Do.
78	Do. from Pilavadi on No. 47 to Codembengoodi on Arasalaur south bank or No. 79.	2	0	0	.....	....	75 0 0	150 0 0	....	Provided for in Local Fund Budget of 1868-69. Estimate under preparation.
79	Do. along the Arasalaur south bank.	20	0	0	.....	....	40 0 0	800 0 0	....	Partly provided for in Local Fund Budget of 1868-69. Estimate under preparation.
80	Do. from road No. 38 to Darasooram on No. 15.	10	0	0	.....	....	60 0 0	600 0 0	....	Projected.
81	Do. from Tripendal to Thennalagoody via Thiroomungalagoody and Audoothoray.	7	6	0	.....	....	60 0 0	465 0 0	....	Do.
82	Do. from Saliamungalum Railway Station to join No. 7.	4	4	0	.....	....	75 0 0	337 8 0	....	Do.
83	Do. from Keevaloor Railway Station to join No. 30 at the Moodicandanur bridge.	5	0	0	.....	....	100 0 0	500 0 0	....	Do.
84	Do. from Koolikarai to Ammiappen.	3	0	0	.....	....	40 0 0	120 0 0	120 0 0	May be extended to join No. 23 for about Rupees 500.
	Total...	...	...	...	.....	43,460 0 0	... ...	75,969 0 0	59,307 8 0	
	Add allotment for road from Negapatam to Nagore to be made over to the Municipality as stated under No. 36.	...	...	...	.....	4,990 0 0	... ...	4,990 0 0	4,990 0 0	Vide Government Order, 27th May 1867, No. 1,190.
	Grand Total...	...	...	...	.....	48,450 0 0	... ...	80,959 0 0	64,297 8 0	

(Signed) R. F. OAKES, Captain, R. E.,
Superintending Engineer, Sixth Division.

(True Copy.)

(Signed) G. L. MORRIS,
Collector.

VALLAM,
26th June 1868.

No. 2.

Statement of Roads showing probable outlay required to re-form where necessary, or to complete, and for new lines.

No.	Approximate amounts.	Remarks.
	RS.	
4	20,000	It is proposed to metal this road from the Jembooga Cauvery to Trivadi, five miles.
5	2,10,000	If a tramway is not laid between Nidamangalam and Combaconum, No. 5 might some day be metalled; twenty-one miles at Rupees 10,000 per mile.
12	13,250	Runs along south bank of Veerasholan, is very narrow, should be widened; twenty-six and a half miles at Rupees 500 per mile.
13	4,050	Along Nautoo Voical, might be much improved at a small outlay; twenty-seven miles at Rupees 150.
14	2,800	About seven miles along Puttaur north bank; should be raised and improved; now very heavy.
15	1,54,000	For metalling from Combaconum to Nidamangalam, and thence to Mannargudi. The
	46,000	first estimate not necessary if the laying of a tramway is sanctioned.—Vide letter, dated January 1868, No. —.
17	50,000	Might some day be metalled.
18	22,500	Nine miles east of Vadamalai, a mere track through sand, difficult to form owing to absence of material; if required for salt traffic, about Rupees 2,500 per mile required.
20	11,000	Passable in dry weather, but requires to be re-formed; twenty-two miles at Rupees 500.
21	11,500	Do. do. twenty-three miles at Rupees 500.
22	6,000	Do. do. a mere track, twelve miles at Rupees 500.
24	25,000	Large masonry works required from Adrampatam to Chetubava Chuttrum. The cost of masonry works south of the latter would be very heavy; the smaller may be provided for Rupees 12,000. A good fair weather road.
26	3,900	Masonry works in progress. Estimate Rupees 3,900. Rupees 3,600 provided in Budget of 1868-69, Item No. 134; and sanctioned in Government Order, dated 22nd April 1868, No. 1,063.
27	14,500	Estimate for completion and supply of masonry works in Mannargudi tælook, Rupees 8,910. Rupees 5,000 provided in Budget of 1868-69, Item No. 125.
37	2,000	Four miles to be re-formed.
38	...	No large masonry works, only dry weather road masonry works, Rupees 30,000: not urgently required.
39	.....	For extension to Kabistalam; four large bridges required; probable cost one lac; not urgently required.
40	3,000	Wants re-forming in some places.
41	5,600	Wants raising and re-forming do.
46	5,800	Do. do. do.
47	4,038	Masonry works to be provided in 1868-69. Rupees 4,040 provided in Budget of 1868-69, Item No. 133. Estimate submitted—vide Government Proceedings, dated 15th May 1868, No. 1,367.
50	2,170	Estimate Rupees 2,170. Rupees 4,500 provided in Budget of 1868-69, Item No. 130; only Rupees 2,170 required. Estimate sanctioned—vide Government Order, dated 19th May 1868, No. 1,406.
51	21,880	Estimate for masonry works, Rupees 3,380. It is proposed to extend the line to Tulnoyer about ten miles. Estimate Rupees 18,500. Rupees 4,540 provided in Budget of 1868-69, Item No. 126.
52	3,000	To be re-formed.
53	6,070	In progress to Palavaur bridge. For extension from Manmodu to Coleroon. Estimate forwarded with letter, dated 18th March 1868, No. 65, and sanctioned in Government Order, dated 15th May 1868, No. 1,367. Rupees 3,000 provided in Budget of 1868-69, Item No. 129.
58	8,500	Road in progress. Bridges over Pandavayaur and Vellayaur required. Government Order, (Public Works Department,) 12th December 1864, No. 3,516, and Government Order, (Revenue Department,) 13th September 1866, No. 2,450.

Statement of Roads showing probable outlay required to re-form where necessary, or to complete, and for new lines.—(Continued.)

No.	Approximate amounts.	Remarks.
	Rs.	
60	5,000	Ten miles formed, ten to be formed. Rupees 2,000 provided under "Repairs" in Budget of 1868-69 under the designation "Road from Perungadu to Arundangi."
63	4,260	Estimate for masonry works, etc., forwarded with letter, dated 1st April 1868, No. 78. Rupees 2,500 provided in Budget of 1868-69, Item No. 137.—Vide Government Order, 18th May 1860, No. 1,389.
64	.....	Several Bridges required, a much used dry weather road, runs from 2½ to 3 miles from portions of 15 and 19.
65	60,300	New road. Estimate sanctioned.—Vide Government Order, dated 20th May 1868, No. 1,419. Rupees 10,000 provided in Budget of 1868-69, Item No. 123.
66	.....	New road. Short line; objected to by certain parties; may never be formed. Rupees 2,000 provided in Budget of 1868-69, Item No. 124.
67	30,150	New line; not estimated; this and 65 render a Railway feeder southwards from Kivalore unnecessary.—Vide Board's Proceedings, dated 15th April 1867, No. 2,382.
68	9,000	Not estimated; Rupees 5,000 provided in Budget for 1868-69, Item No. 127.
69	10,000	Do. Rupees 4,000 provided in Budget for 1868-69, Item No. 128.
70	83,750	For nearly seven miles work in progress. Estimate Rupees 3,750, sanctioned in Government Order, dated 6th January 1868, No. 408. For 20½ miles. Estimate Rupees 25,000: may eventually be extended to Devicotta on east, and to Trichinopoly limit on west for about Rupees 55,000. Rupees 2,500 provided in Budget of 1868-69, Item No. 131.
71	500	Not estimated; Rupees 1,000 provided in Budget of 1868-69, Item No. 132.
72	500	New line. Not estimated.
73	10,000	New line. Not estimated. Rupees 2,500 provided in Budget of 1868-69, Item No. 138.
74	10,000	New line. Not estimated.
75	7,500	Masonry works required. Not estimated.
76	56,000	New line. Not estimated.
77	20,000	Do. do.
78	5,000	Do. estimate under preparation. Provided for in Budget of 1868-69, Rupees 3,000, Item No. 135.
79	6,000	Estimate under preparation, Item No. 136. Rupees 1,700 provided in Budget of 1868-69, for extending some masonry works.
80	1,75,000	New line. Not estimated. Large bridges required.
81	60,000	New line. Not estimated. Large bridges required.
82	21,000	Estimate approved in Government Order, No. 3,116, of 31st October 1864.
83	75,000	New line. Not estimated. Large bridges required.
	13,05,518	

TANJORE,
26th June 1863.

(Signed) R. F. OAKES, Captain, R.E.,
Superintending Engineer, Sixth Division.
(Signed) G. L. MORRIS,
Collector.

Collectors Office
Madura
7th July 1868.

No. 181.

From

J. R. Arbuthnott Esqr
Acting Collector of Madura

To

A. MacGregor Esqr
Acting Secretary to the
Board of Revenue

Sir,

With reference to the Proceedings of Government and the Board noted marginally,[x] I have the honor to submit a classified list of the Madura Roads and to enclose a Map in which the present state of the District communications is clearly shown —

2 Colonel Wilkieson and I after due consideration, are of opinion that the Road from Cottampatti to Calikudi, which passes through Melur, Madura and Tirumangalam the road from Tovalur to Peuban via Palani, Dindigul and Madura, the road from Madura to Puttalagudi via Kariapatti and Arupukottai;

[x] Govt Pro: dt 18th April 1868 No 1031.
-do- 29th April 1868 No 1315
Board's Pro: dt 14th Nov 1867 No 7428.

the road from Dindigul to Vattanum via Nattam Kottampatti and Tirupattur and the road from Gudalur to Pallapatti via Chinnamanur, Periyakulam and Buttalagunta; should be classed as Imperial and maintained from Imperial funds.

3. We are of opinion that the remaining roads can be made and kept in repair from the Local funds. At present the District communications are in a very backward state but with care and a judicious expenditure of the available funds, I anticipate a rapid and continuous improvement. The roads we propose to class as Imperial are numbered in the enclosed list and map, those we consider should be made Local are lettered. This system renders them easily distinguishable from each other in future Budgets.

4 A line of road from Ammayanaikanoor to Palkanoothu direct has been sanctioned as a portion of the Estimate of Rs 1,65,000 for constructing the road from Tirumangalam to Palani up to Coimbatore boundary. This road is not of much importance and will, when the Railway is open, be almost unused, for these reasons we consider that this line should be abandoned, and the balance of the funds allotted for it; expended on the unmade portion (9 miles) of the road between Ammayanaikanoor and Dindigul. This would complete the communication between Madura and Dindigul.

5 We are further of opinion that the road from Dindigul to Karoor is of much importance to the District and would transfer to it the money allotted for the works

works noted below as we consider them of minor importance.

	Rs	As	P
Road from Nelacotta to Thengasy —	11,000	—	—
do from Madura to Alagercoil —	5,000	—	—

6 With reference to the Adalur Chank referred to in the Proceedings of the Board dated 2nd June 1860 No. 4053 I consider that it will be a great convenience to the people of the lower Palaneys and that it should be commenced at once. Colonel Wilkieson concurs with me in this opinion. He sends a rough Estimate of the probable cost of its construction and informs me that Mr. J. R. Bell, Assistant Engineer on special duty at Streevigundum Project has been ordered to lay out the Chank. His services will be available for the next three months during which time he is not required to be at Streevigundum I therefore solicit early sanction for

the proposed transfer.

7. In conclusion I have the honor to solicit the early orders of Government and the Board on the proposed transfers submitted for their consideration. Though there is not much absolute want, the people in the subdivision are badly off and the expenditure of the money, I now ask for, would afford a seasonable relief to the poorer classes.

I have the honor to be
Sir
Your most obedient Servant
(Signed) J. R. Arbuthnott
Asst Collector

Proceedings

Copied C.W.R.

Revenue Department

8th

Proceedings of the Board of Revenue
Dated 10th October 1868.

Read letter from the Acting Collector of Madura dated 7th July 1868 No. 181.

With the foregoing letter, the Acting Collector submits with reference to Board's Proceedings 7th 14th November 1867 No. 7428 and Government Order R.D 7th 18th April 1868 No. 1031, a classified list of the Roads in the District, prepared in communication with the Superintending Engineer of the Division.

2. The list comprises 36 Roads, and the Acting Collector and Superintending Engineer recommend that the five roads marginally noted be classed as Imperial and maintained from Imperial Funds, the remaining 31 roads being made and kept in repair from the District Road Fund.

1. Road from Cottampatti to Koulli-coodi which passes through Melur, Madura & Tirumungalum.
2. Do. from Voyalur to Coumbum viâ Palani, Dindigul & Madura.
3. Do. from Madura to Paulthalagudi viâ Kariapatti & Arupukottai.
4. Do. from Dindigul to Vattamum viâ, Kuttum, Cottampatti & Tripattur.
5. Do. from Gudalur to Pullapatti viâ Chinnamanur, Periaculam & Buttalagunta.

B. Road from Shoyel-goody to Carriapatty.

3. The Board approve of the proposed classification with the exception of the road marked B which is a salt line, and which should therefore be transferred to the Imperial list.

The

4. The mileage of Imperial lines is large owing to the size of the District. Including B they will aggregate 517 miles, but the District lines, excluding Village communications, are 485 miles in length and will cost 8 lacs of Rupees to complete.

5. In paragraphs 4, 5, 6 and 7 of the foregoing letter the Acting Collector with the concurrence of the Superintending Engineer, proposes and urges certain transfers of allotments, but as they are out of place here, orders will be passed on them in a separate Proceedings.

/ A true Extract /

F Brandt.

for Ag. Secretary

To

The Ag. Secretary to Government
Revenue Department.
with copy of Collector's
letter & its enclosure.

C. Campbell

Rev. 1868. Oct.
No. 3234.

Proceedings of the
Board of Revenue

Dated 10th Octr
Despatched 10
Recd 12th. } 1868
E.I.O.

Do.

Imperial & Local Funds
roads in Madura Dt., List
from Collector of classi-
fied, submitted to
Govt. with remarks.
Secs. 2331 11 Nov/68

4. As regard 12 and 13, I wish to urge that these portions are strictly Imperial forming part of the Trunk line from Bangalore to Secunderabad Crossing the Railway at Gooty and I am at a loss to know the grounds on which the Board recommended their transfer to Local Funds.

—

No. 1642 D/ 6th Idem.

Copy forwarded to the Secretary to Government P.W.D. with reference to Boards Proceedings No. 5444 of 27th July 1868.

A. Wedderburn Esqre
Collector

Wayorbe
Supdg. Engineer
3 Dn

To
The Revenue
Department.

Rs. 17 Jany 1870 273 r 274
" 25 Jany 1870 440-442
" 5 Feby 1870 574 r 583
" 20 May 1870 1000 Offd.

Transferred to the Revenue Department.

Coll. S.R.?

Secy to Govt P.W.D.

11th August 1868.

Rec'd 13th Aug. 68
No. 2135

Capt. Ewlocker
Supdg. Engr
3rd Dn.

Rec'd 15th Aug. 68
No. 2135

Capt. Ewlocker
Supdg. Engr
3rd Dn.

A Resolution recommending certain roads to be made from Imperial Funds

Read Collr's letter No. 258 of 6th Inst. forwarding a list of roads which the Superintending Engineer and he have concurred in considering should be maintained from Imperial Funds, with the understanding that all other road work must be provided from Local Funds.

Resolved that the roads specified in the annexed list be maintained from Imperial Funds.

(Signed) A. Wedderburn
Collector.

(True Copy)

A Chambers
Ag. Secretary.

A = 1 Aug. Resolved

46

No. 258. Coimbatore Collectors Office
Coimbatore, 6th October 1868.

From

A. Wedderburn Esqre
Collector of Coimbatore

To

A. Macgregor Esqre
Acting Secretary to the Board of Revenue

Sir,

With reference to para 3 of Government Order, dated 18th April 1868, I have the honor to forward a list of roads, which the Superintending Engineer and I have concurred in considering should be maintained from Imperial Funds, with the understanding that all other road work must be provided from Local Funds.

I have &c.

(Signed) A. Wedderburn
Collector.

(True Copy)

A Chambers
Ag. Secretary.

Revenue Departt.

N°

Proceedings of the Board of Revenue

Dated 9th October 1868

Read the following

N° 332.

From. G. Thornhill Esqre
A. Collector, Madras Dist.

To. A. Macgregor Esqre
A. Secretary, Board of Revs.

Sir, I have the honor, with reference to Government order dated 18th April 68 N° 1031, to state that the Superintending Engineer has suggested that Trunk Roads N°s 1. 6. 8 & 13. and the Road from Madras to Sripermatoor via Coonnatoor, being also an old Trunk line, should be treated as Imperial. I concur in the Superintending Engineer's recommendation and would add the Salt roads:-

1. From Cheyur via Cholupaukam towards Vandewash to the frontier of this District - - - - - - - Miles 20-
2 — " — Kalambakam to Chingleput - Do. 17.
3 — " — Chunnambolam to Trunk Road N°. 6 - Do. 4-

Madras Distt. Collrs. Office dated Sydapett, 6th Octr. 68

I have &c
(Signed) G. Thornhill.
A. Collector

Resolved

Govt. Order (Boards Proc. of this day) N° 1031 dated 12 October 1868.

Rev. 3250/68

Board's Mod. dated 15th Oct. 68

Copy transmitted to Engrs.

Resolved that the foregoing letter be submitted to Government with reference to their Order of the 18th April 1868 No. 1031.

2. Mr. Thornhill states that the Superintending Engineer has suggested that the roads marginally described should be treated as Imperial, and concurring in the suggestion, recommends the undermentioned Salt roads also to be added to them.

Trunk roads Nos 1, 6, 8 & 13. Road from Madras to Shiaperumatur via Coimatore

1. From Cheyaur via Cholapatnum towards Vandewash to the frontier of the District - - - - - Miles: 20.
2. Do. Kalambakam to Chingleput - Do. - 17.
3. Do. Chunnamkolam to Trunk Road No. 6 - - - } Do. 4.

3. The Board approve of the above proposals with the exception of the two following lines.

This line should not be included in the Imperial list as Trunk road No. 1 connects Shiaperumatoor with Madras. } Road from Madras to Shiaperumatoor via Coimatoor.

In lieu of this road, the Board would recommend the line from Covelong to Vandalore to be added to the Imperial list. } Road from Kalambakam to Chingleput.

(A true Copy & Extract)

Acting Secretary.

To, The Acting Secretary to Govt. Rev. Dept.

Revenue Department.

Proceedings of the Board of Revenue dated 10th October 1868.

Read the following:-

No. 190.

From

H. E. Sullivan Esqre.

Collector of Bellary.

To

A. MacGregor Esqre.

Actg. Secretary to Board of Revenue

Madras.

Sir,

With reference to the Board's Proceedings No. 3,444, of the 27th Ultimo Paras 2 and 3, I trust that on consideration they may be inclined to revise the list of roads proposed to be transferred from Imperial to Local funds for the following reasons.

No. I. From Bellary viâ Alur and Adoni to Madaverum

No. II. From Alur to Hesperry.

The road from Bellary to Alur and from that place to Hesperry is a portion of the line connecting the capital towns of Bellary and Kurnool. There is no present prospect of these two places both important military stations being brought into direct communication by railway

Revenue 1868. Oct. 10.

No. 3219.

Proceedings of the Board of Revenue

Dated 10th Octr. 1868

Desp. 9th do

Rec. 10th.

Transferring certain roads in Bellary & Kurnool Districts from Imperial to Local Fund.

Read letter from Collr. of Bellary relative to proposal of Govt. to transfer certain roads from Imperial to Local Funds & submitting reasons against the transfer of the roads proposed to be transferred in the Bellary District.

Ordered that the Collr. be informed that the Board are unable to recommend any alteration in the proposal of Govt. to transfer the roads in question.

and as the intermediate traffic is comparatively insignificant I do not think it fair that the maintenance of a line intended mainly for imperial purposes should be saddled on the Local Funds. In their Proceedings, No 8114, of the 17th December 1867, the Board use these expressions. "If a line connecting the capitals "of Kurnool and Cuddapah is not Imperial "neither will be that connecting Bellary with "Kurnool" so that at that time this road was evidently not considered as one for local purposes. The line referred to between Cuddapah and Kurnool was by Government Order, No. 373, of the 3d February last, Public Works Department retained as an Imperial work and I can see no reason for the high way between Bellary and Kurnool being put on a different footing.

No. 6 and 8 Hospett to Ramandrug and on to Tornagul

In Para 2 of their Proceedings, No 3352 of the 7th May last the Board say.

"The Board quite concur with the Collector in opinion that the road referred to by the Superintending Engineer viz. the one from Tornagul to Bellahonsy via Hospett and Ramandrug 65½ Miles is purely Imperial and cannot therefore be properly charged to the district Road Fund". It would indeed be hard

be hard to make the people of the Bellary district pay for the maintenance of a road the greater portion of which lies in foreign territory and which is maintained solely on account of the military sanatarium at Ramandrug. It is of immense benefit to the Sondoor Rajah's subjects and he might I think be fairly called on to contribute towards its maintenance.

Nos 9, 12 and 13. No 9 is a portion of the road between Bellary, Kullundghee and Sholapur and was transferred by Government Order No 2344 Public Works Department, dated 12th August 1865 to the list of Imperial roads. Nos 12 and 13 must I think at least for the present be considered Imperial forming as they do a portion of the Trunk line between Bangalore and Secundrabad crossing the railway at Gooty.

2. It must not be forgotten that the charges on the district road fund will increase every year. Much has been and is now being done towards opening out this extensive district by the construction of new lines of communication and for the maintenance of these when completed a very large

large sum will be required. I therefore deprecate the local funds being saddled with charges which do not legitimately belong to them.

I have &c.

Bellary Collector's Office. 12th August 1868

(signed) H. E. Sullivan
Collector.

In the foregoing letter, the Collector urges strong reasons against the transfer of certain lines from Imperial to Local Funds with reference to the proposals made by the Board in their Proceedings dated 27th July 1868, No. 5444.

2. In their Proceedings of 27th July the Board fell into an error and accordingly make the following proposals in supercession of those communicated in the Proceedings above adverted to.

3. Of the 15 roads enumerated in the list printed in the body of the Proceedings and recommended both by the Collector and Superintending Engineer to be maintained from Imperial funds, the Board are of opinion that the line No. 1 from Bellary to Aloor and No. 2 from Aloor to Hospeet, forming the high road from Bellary to Kurnool, should be Imperial. They hardly think that the remainder of No. 1, from Aloor to Madanerum, can be regarded as Imperial, with the prospect of its eventual supercession by the Railway.

3 Road from Hospeet to Adoni (portion of road from Gooty to Raichore) — The same remark applies to No. 3.

4	From Bellary via Tornagul Hospett and Humpusagor to Sovainhully —	}	4. These roads may fairly be considered Imperial.
5	" Humpusagor via Sewinahudagally to Holeal en route to Coompta —	}	
6	" Hospett to Ramandrug.		
7	" Ramandrug to foot of Nagalapore ghaut		
8	" Ramandrug to Tooduguel.		
9	" Kooduturmy to Kumply.		
10	" Bellary via Gooty to Cuddapah frontier		
13	" Gooty via Amantapore and Penacondah to Mysore frontier	}	
14	" Bellary via Amantapore to Cuddapah frontier	}	
15	" Bellary via Hurihall to Mysore frontier.		

5. Nos. 11 and 12. may be transferred to the Local list as they cannot be considered Imperial. If No. 12 as not already been completed, a moiety of the expense of completion may fairly be borne by Imperial funds.

No. 11. From Gooty to Jolmapherry (portion of road to Raichore).

No. 12 Gooty to Kurnool.

The

6. The District is a very large one and comparatively poor and, as experience has shown, painfully subject to drought and scarcity. The Road Fund will be comparatively small and quite inadequate to open it out in such a way as to develop its resources and save its people from the fatal consequences of its frequently recurring seasons of adversity.

(A true Copy and Extract)

for Ag. Secretary.

The Ag. Secretary to Government
Revenue Department.

№

Proceedings of the Board of Revenue.
dated 12th October 1868.

Read letter from the Collector of Coimbatore
dated 6th October 1868 №258.

With the foregoing letter, the Collector submits a list of roads, which should be maintained from Imperial funds with reference to Government Order, Revenue Department, dated 18th April 1868, №1031.

2. The list, which appears to have been prepared in consultation with the Superintending Engineer, contains nine roads which with their branches aggregating 513 miles should be declared Imperial. They are noticed Seriatim.

№1 From Coimbatore by Pullachy and Codamulpettah to the Madura frontier
Length - 48 miles
Maintenance allowance Rs 5,280

This is an important line, and much traffic passes along it from Malabar and Coimbatore - The portion in the Madura District is also included in the Imperial list -

№s 2 & 3 From the Mysore frontier by the Hassanoor ghaut and Lattiamun-galam to Erode with branch from Chittode to Bowany -
Length - 34 miles
Maintenance Rs 6,160 -

This line connects the Collegal Talook and Mysore with the - Railway - The branch is part of line №8. There can be no question of the Imperial importance of this line -

This

Rev. 1868 Oct. №
№ 3233.
Proceedings of the Board of Revenue.

Dated 10th October 1868.
Read 10 -
Rec. 12th

№2

Transfer of roads from Imperial to Local Fund
Civil in Bellary Dt - Proposals submitted by Government for supervision of those made in Board's Proc: of 27th July 1868 & №s 544 44 regard to -

P. Octr 2831 - 1868

182

This is manifestly a District line and should, in the opinion of the Board, be removed from the Imperial list.

This is also a line of Imperial consequence, and the ghaut is now being completed by the Public Works Department - It should continue as Imperial -

This line is now Local and should certainly continue so - It will be superseded by the projected Railway to the foot of the Hills - The portion from the Railway station to the further limits of the town of Coimbatore towards Cullar is kept in repair by the Municipality out of the tolls they are allowed to levy on the traffic by this road -

This road is also, clearly a District line -

This is clearly Imperial as far as Bowany, but the 3 branches are short railway feeders and must be included in the District list.

This

№ 4 From Podamalpettah to Caroor -
Length ——— 60 miles
Maintenance —— 6600 Rs

№ 5 - Errode to Collegal & Mysore by Burgoor ghaut.
Length ——— 90 miles
Maintenance — 9900 Rs

№ 6 Pothanoor Railway Station to Cullar -
Length ——— 33 miles
Maintenance —— 3630 Rs

№ 7. From Cullar to Caroor -
Length ——— 95 miles
Maintenance —— 10,400 Rs

№ 8 - Trunk Road № 5 from Walliar to Chittode near Bowany with 3 branches -
Length ——— 85 miles
Maintenance —— 9350 Rs

This is certainly a District line, and falls on the Road Fund.

№ 9. Coimbatore by - Palladum to Kongayem -
Length ——— 42 miles
Maintenance — 4620 Rs

3. The results of the modifications now proposed is to reduce the mileage of Imperial Roads from 513 to 279 miles or by 234 miles, and the maintenance charge from Rs 61,430 to Rs 35,690 or by Rs 25,740.

* This includes a sum of Rs 5000 for "Special repairs to roads" -

4. The District is a large and populous one and the present proposals are certainly a very moderate assignment.

Area excluding Hills in square miles — 7,991
Population ——— 13,92,596
Revenue ——— 29,10,714

(A true Extract)

A Swaroop
Ag Secretary

To, The Ag Secretary to Government
Revenue Department
with copy of Collector's letter & its enclosure

Ex'd S
C.P. Ramaswamy Ch

No.

Proceedings of the Board of Revenue

dated 12th October 1868.

Read again Letter from the Collector of Tinnevelly dated 8th June 1868 No 257, recorded in Board's Proceedings dated 28th July 1868 No 5457. Read the following

No 362

From, R. K. Puckle Esqre,
Collector

To, A. MacGregor Esqr.
Ag. Secretary to the Board of Revenue

Sir.

I have the honor to forward the revised Statement called for in Board's Proceedings No 5257 dated 28th July last.

2 When this district has its railways all the salt we can make at Arasadi and Tuticorin will be carried inland by rail. but a cross road from Vypar to Satur will probably deliver salt Cheaper at Salur than it could be brought there by rail from Tuticorin. So the demand for Vypar salt may be expected to increase very largely when the railway reaches Satur or by about the time that the cross road would be ready for traffic - this Cross road A would strike Imperial trunk road No 4 as well as the Cotton Road, and the railway at Satur, and it is therefore but reasonable to class it as

Imperial

Rec'd 1868 Oct 17
No. 3250
Proceedings of the
Board of Revenue

Dated 12th October 1868
Dept 12-
No 1320.
P. 21 C No

Roads - Letter of
Collector of Tinnevelly
forwarding Estimate for the
Construction of Cross Roads
Funds, submitted to Govt
with Board's Recommn.
Copies to Chief Engr
Accts 28th Nov 1868

192

Imperial

3. The only other road I can think of to transfer to Imperial is that portion of D, about 39 miles in length, that leads from our most Southern Salt Pan (Cailpatam) to Palamcottah. This is nominally the Palamcottah and Tricheudur road but Cailpatam is a much more important terminus than Tricheudur, and the Tricheudur line should branch off at Alwartirinagari along the Channel and Kadamba tank bank instead of from Nallur further east as proposed the section from Nallur to Tricheudur has never yet been commenced, so there will be nothing lost if the name of Tricheudur is exchanged altogether from this line of road, which might be styled Palamcottah and Cailpatam, and be classed as Imperial in future.

4 The transfer of 67 miles of road from local to Imperial will make the length of Imperial main lines 300 miles, and the length of local main lines 441 miles and I cannot suggest any further transfers

5. I had lettered the local lines purposely to avoid confusing them with the Imperial lines which are already numbered, but a change is easily made and the local lines

lines will stand as under if divided as the Board suggest into more convenient lengths.

1 Uppar to Palamcottah
2 Athur to Tinnevelly
3 Palamcottah to Tallada kurichi
4 Tinnevelly to Patalpudur
5 Tinnevelly to Rayapalayam
6 Arumuganangalam to Alagiyapandia-puram
7 Kuppei kurichi to — Do
8 Virdupatti to Tadayanellur
9 Madura frontier to Panagudi
10 Tisayanveli to Palakad
11 Vizi apati to Erodi.

I have &c

Signed R K Puckle
Collector

Tinnevelly
25th Augt 1868

In the first of the foregoing letters the Collector submitted a scheme for local roads with reference to the Board's Proceedings dated 14th November 1867 No 7428. The Board were of opinion that the proportion of Imperial lines was unduly small and therefore suggested a reconsideration of the relative proportions by the Collector and Superintending Engineer in connection with Government Order Revenue Department

Department dated 18 April 1868 No 1031

2 In the second letter, the Collector suggests transfer of the two roads marginally described from the Local to the Imperial list and submits a revised list of local lines.

		Miles
A	Road from Tyagum to Salem	34
D	Portion of road from Trichendur to Rajapalayam	33
		67

3. The Board observe that the subject of the classification of the roads of the District has been very fully discussed between the Board and the Collector, and that the correspondence has been laid before Government. A final settlement of the question, the Board would propose that the following roads be declared Imperial.

† Vide Bott Pro dated 12 September 1867 No 1563

	Description of road	Total length	Present Condition	Remarks
I	Trunk road No 4 from Madura by Virdupaly Salem, Palamcottah Nanganery and Panagoody to Travancore frontier	104	Finished	No 4 in Collectors Map
II	Great Cotton and Salt Road from Madura by Vemboor and Cattiapooram to Tuticorin	70	Do	No 5 & 6 in Do
III	Salt line from Uppooram by Villaticolum, Salem and Shevakasy to Streevelli-pootoor	60 25 Miles	Do	No 5 x A in Do
IV	Tuticorin through Timne-velly and Tenkasy to frontier	68	In progress	No 8 in Do
		302		

This arrangement allows 300 miles of Imperial

57

Imperial road to the District, of which 200 are completed and 68 in progress. The District has an area of 5746 Square Miles and a population of 1521168 Souls, and yielded a revenue from all Sources of Rs 39,42,787 in Fasly 1277. Viewed in this light the assignment is extremely moderate

5. The District lines excluding village communications, comprise a length of 700 Miles and are estimated to cost 6½ lacs of Rupees and to require eight years for completion. Viewed in this light also the assignment must be admitted to be very moderate.

/ True copy and Extract /

A Murfoot
Ag Secretary

To
The Ag Secretary to Government
Revenue Department.
with Copy of Board's Proceedings
No 5457 of 1868.

Capt Bruyeres
Cop. P. D.

Revenue Department.

Proceedings of the Board of Revenue
dated 13th October 1868.

The Collector of Ganjam having
failed to send in his report on the future
classification of the roads of that District,
the Board resolve to submit what appears
to them to be Imperial communications of the
Province.

These are,

1st The Great Northern Trunk line with its
branch to Nowpada.

2nd The line from Berhampore by Russell-
Condah to the Khond frontier.

3rd. Aska to Kurcholy.

4th. Nowpada to the great salt mark of
Parvatipoor via Jypermathpoor where
the Ganjam portion terminates.

5th. Calingapatam Salt pans to Chicacole.

6th. Nowpada to Teckally.

7th. Soodapans near Itchapoor to trunk road.

8th. Gopalpore to join trunk road near
Berhampore.

The first requires no remarks as
regards

Rev. 1868. Oct. 1st
No. 3249.
Proceedings of the
Board of Revenue

Dated 12th Octr. 1868.
Dept. 12.
Oct. 1868.
P. 1-4

Imperial Roads in
Ganjam Dt:- Proposing
roads in regard to roads
to be considered as
Imperial

18 Mch 1/8 No: 399-403
2 Octr 1/8 — 38-41

regards its claims to be classed as Imperial but pending its completion in the direct line which has been long delayed a diverging branch was run to Nowpada which besides serving for salt purposes bears the traffic of the incomplete trunck line and conducts it again to that line by the salt road through Bowaly.

The second is the great political and military line into the Khond country— The third is the best military line in the dry months for Madras troops marching to Sambulpur.

The next four are important salt lines, and the last in the list connects the Port of Gopalpore which is the only district port of call for steamers and has besides a large trade with the trunk road near Berhampore.

As already stated the Board are of opinion that the state should contribute a moiety of the expense of the line from near Itchapore by Chigetty to Aska. It opens up a large track of country to the salt depôts at Itchapore. From Ask to Soorada and thence into the Kond Hills a line is in progress which may properly be continued on similar terms, for besides its local value this line opens a second access to what was recently a turbulent Kond district. It also affords (through the Itchapore and Ask line) access to the salt pans on the coast.

(A true Extract)

(A Mauger)
Ag. Secretary.

No

The Secretary to Government
Revenue Department

Revenue 1868. Oct.r

№ 3252.

Proceedings of the
Board of Revenue

Dated 13
Desp.d 13 } October 1868.
Rec.d 18

Imperial communications of the Govt.s &c.

-List of, submitted to Govt. with remarks.

S.O. & Co. 2831. 11 Nov /68

175

Local

A	Road from Madura via Kurmatoor Oosiumputty and Andiputty to Chinna = pranoor	57	6	20½	2800	"	"	"	"	"	1140	"	1500	"	Items No 147 and 155 G.O.C. P.D. 28-9-1865 No 2346 24-2-1868 No 513
B	Do from Soyelgoody to Corriaputty	46	7	1½	2810	"	"	"	"	"	65	"	1500		43 miles of this road is annually repaired by the maintenance grant of Rs 2810
C	Do from Ramnad via Shevagungah to Tripatoor	66	8	"	"	"	"	11	1100	"	100	"	1500	"	Item No 159 G.O.C. P. 25-2-1868 No 519.
D	Do from Shevelputty via Ramnad along the Coast to Puttanum	80	9	"	"	"	"	"	"	"	"	"	1000	"	
E	Do from Dindigal by Vadamadura to the boundary towards Pitchinoply	18	10	"	"	"	"	"	"	"	"	"	1000	"	
F	Do from Periacolum via Coombaray to Pulney	48	11	7	610	"	11	4100	"	100	"	1000	"		Transferred from Imperial to Local Vide GO. No 3405 dated 2. November 1867.
G	Do from Dindigul via Nellacotta and Oosiumputty to the boundary towards Arcevillipuddoor	56	12	"	"	"	"	"	"	"	"	"	1000	"	Item No 157 Estimate will shortly be submitted
H	Do from Dindigul via Erriode to the boundary towards Carroor	32	13	"	"	"	"	"	"	"	"	"	1000	"	
I	Do from Tirumungalum via Sholavundan to Pillapatty	20	14	18¼	3620	"	1 3/11	350	"	200	"	"	"	"	
J	Do from Ammiamanaickenoor via Pilkanoor to the boundary towards Dharapooram	36	15	"	"	"	"	"	"	"	"	"	1000	"	

K	Do from Meybar via Tripatoor to the boundary towards Tanjore	26	16	5½	1320	"	"	"	"	"	240	"	1000	"	
L	Do from Madura via Nattum to Coorsecoorchy	33	17	"	"	"	"	"	"	"	"	"	1000	"	
M	Do from Tirumungalum by Calputty to the boandary towards Theullipuddoor	17	18	"	"	"	"	"	"	"	"	"	1000	"	Item No 156 Estimate will shortly be submitted.
N	Do from Dindigul to Buttalagundu	21	19	"	"	"	"	"	"	"	"	"	1000	"	
O	Do from Ramnad by Kasunga = mungalum to the boundary towards Poodoocottah	63	20	"	"	"	"	"	"	"	"	"	500	"	
P	Do from Tripatoor by Coonnagoody to the boundary towards Auvediar = Coil	24	21	"	"	"	"	"	"	"	"	"	500	"	
Q	Do from Pulney to the boundary towards Darapuram	14	22	"	"	"	"	"	"	"	"	"	1000	"	
R	Do from Dindigul via Wadasurdoor to the boundary towards Carroor	19	23	"	"	"	"	"	"	"	"	"	1000	"	
S	Do from Madura to Alagercoil	12	24	"	"	"	"	"	"	"	"	"	1000	"	Vide para 5 of the letter

Branch roads

A'	Road from Andiputty to Periacolum	11	25	"	"	"	"	"	"	"	"	"	1000	"	
		697												

A²	Road from Ooslampuddy to Teruvinungulam	16	26	11	1220	"	"	5	500	"	100
A³	D° from Andipuddy to Ullanagarum	10	27	"	"	"	"	10	1000	"	100
B¹	D° from Tirichully by Virooppovanum to Meyloor	40	28	"	"	"	"	"	"	"	1000
B²	D° from Tirichully to Arooppoocottay	7	29	"	"	"	"	"	"	"	1000
B³	D° from Pasancolum to Tiruvoshumungay	27	30	"	"	"	"	"	"	"	500
B⁴	D° from Mandalamanikum to Vettiviai	30	31	"	"	"	"	"	"	"	500
C¹	Road branching from Ramnad and Tripatoor Road by Calliarcoil and Cunniagoody to the boundary towards Tanjoore	38	32	"	"	"	"	"	"	"	1000
D¹	D° from Cadoogoosunday via Moodoo Colatoor, Manamadura, and Shevagungah to Meyloor	70	33	"	"	"	"	"	"	"	1000
D²	D° from Tondy via Shevagungah to Manaloor	57	34	29	6220	"	"	"	"	214	1500
E¹	Road from Tyloor via Eriodi and Vadasundoor to junction with Paulghat Road	22	35	"	"	"	"	"	"	"	500
R¹	D° from Podicomboo to Yeddiacottay	15	36	"	"	"	"	"	"	"	500

Transferred from Imp. to Local, vide G.O. No. 3405 dated 2 Novr 1867.

1031

Supt Engrs Office 8th Division
Madura 19th May
1868

Lieut Col RE
Superintending Engineer 8th Division

Revenue Department

87-2831-

Proceedings of the Madras Govt.
Under date the 11th November 1868.

Read the following
Proc.ⁿ of the 13th of Revr.

(To E. 13 Octr./68 No. 7324)
" " 8 Septr./68 " 6372.
" " 5 " " " 6304
" " 4 Augt. " " 5722
" " 3rd Octr. " " 6990
" " 23rd July " " 4888
" " 27 " " " " 5444
" " 10 Octr. " " 7260
" " 31st July " " 5547.
" " 9 Octr. " " 7252
" " 15 Septr. " " 6575
" " 1st Augt. " " 5576
" " 8 Octr. " " 7048.
" " 6 Octr. " " 7075
" " 27 Augt. " " 6152.
" " 10 Octr. " " 7259.
" " 12 " " " " 7301.
" " 12 " " " " 7300.
" " 28 Augt. " " 6176.
" " 3rd Octr. " " 6991.
" " 28 Septr. " " 6878.

Vol.

N 1 A

1. The foregoing pa-
pers contain the Board's
proposals
Local

Encl. Revr. 32 Pcls/68
to a letter
from
the Secy. to Govt.
dated 21st Octr. 68
Reg.d Acknd.
Read Para. 2, 1868
No. 181
Despatch to Bengal
No. 1 Recommending the
Road in the
Neighbourhood
Trust-and all
the Particulars
connected with
the
80. Thyagaraya Chetty
Esq. Madras 21 Nov. 68

proposals for the future classi-
fication of the Roads of this
Presidency as Imperial and
Local.

2. As far back as 1862
it was estimated that there were
only 6360 miles of Road
~~in this Presidency~~ which could
be properly maintained from
Imperial Funds viz. 2610
miles of Trunk Roads and
3750 miles of first class
District Roads. In addi-
tion to these roads there were
upwards of 10,000 miles of
District lines, the completion
and maintenance of which
it was considered desirable

Madras Record Office

properly upon the local resour-
ces of each District. 64 As the
Local Funds of the Presidency
at this time possessed an in-
come of but little over ten lacs
of rupees, the Board of Revenue
were directed in the G.O. under
date 4th April 1862 No. 679
P.W.D. to report their opinion
as to the best means of
augmenting them, and thus
providing for the construction
and maintenance of the local
communications; the Govt
at the same time expressing
themselves as adverse to a
system of tolls, and in fa-
vour of the creation of a

Local

Local fund by the deduction
of two per cent from the re=
=venue of each District.

3. In reply, the Board reported that a deduction of this amount from the land revenue would increase the local funds by nearly 7 lacs of Rupees, but having in view the large expenditure needed for the District Roads, (then estimated at upwards of 111 lacs for construction and upwards of 9 lacs annually for maintenance) they

Recommended

recommended that grants from Imperial Funds
should be made for construc=
=tion, and that a small an=
=nual tax should be im=
=posed on all carts. The
Govt when disposing of
the Board's letter in their
order under date 3rd February
1863, No. 286, P. W. D., ob=
=served that the Govt of
India would not be likely
to sanction the proposed
deduction from the revenue,
but requested the Board
to ascertain what would

be

be the probable return of a wheel tax or license fee of Rs 2 per annum on Carts and Carriages.

4- The Board reported that the collections from such a tax would not be likely to reach 5 lacs of rupees, and the proposal was abandoned in the Order of Govt under date 22nd June 1864. Other schemes for augmenting the local resources were from time to time proposed but

but no definite scheme was adopted.

5. In the meantime the classification of the roads as local or Imperial had been receiving attention. The Board of Revenue had submitted lists of Imperial roads upon which, in their opinion, Local funds should not be expended, and the list of Imperial lines, revised by Govt, and including about 7000 miles of road, was printed with the

their Order in the Revenue
Dep^{t} under date 5th Jan^{y}
1865, N^{o}. 13.

6. The wants of the
Districts in the way of
local communications
were every day becoming
more urgent. The Gov^{t}
of India had already
reduced the V. W. grant
to this Presidency, and
further reduction was
anticipated. The Gov^{t}.
accordingly in ~~a report~~ April
of

of the same year, called
upon the Board of Re=
=venue (Gov^{t} Bro. 8 April
1865 N^{o}. 741) to prepare
and submit a draft
List for the levy of a
District Road Cess
on all landholders for
the construction and
maintenance of District
Roads, "as it was clear
"that the increasing de=
="mands on the general
"revenues rendered it
hopeless

hopeless to expect that the
Government would ever be in
a position to do more than
complete and maintain
the chief lines of commu=
=nication - In September
the Board submitted a
draft of the required act,
but expressed their ob=
=jections to the measure
on the ground that it
placed the whole burden
of taxation for the
maintenance of the
District

District roads on the
agricultural class, whereas
other classes of the popu=
=lation would gain largely
by improved communica=
=tions, and they proposed
in lieu of it that the
District Local Funds
should be supplemented
by a license tax or In=
=come tax, a measure
which they considered
likely to equalize the
general burden of
taxation of this

Presidency

Presidency. The Govt
however adopted the
draft act for the
imposition of a Dis-
-trict road cess and
transferred it to the
Legislative Department
with their Order 8th
September 1865, and
the bill was eventually
passed into law in
April 1866.

7. Since the passing
of

G. O. 21st May 1867
C. W. D. No. 1523
" 28th May 1867
R. D. No. 1207
" 5th Oct. 1867 R D
No. 2345
" 2d Nov 1867 P. W. D.
No. 3405.
" 7 Nov 1867 R. D.
No. 2643

liability

of this enactment, the
Supreme Government
pressed for some relief
from the maintenance
allowances of such roads
as appeared to be rather
of local than Imperial
importance, and there
has been a constantly
recurring discussion
between the Revenue
and Public Works
Departments as to the
liability
chargeability of
particular

particular Roads to be maintained by Imperial or Local Funds.

The Govt accordingly directed the Supt Engineers of Divisions, and the Collrs of Districts to prepare in communication with each other a list for each Dist of all roads the formation, repair, or maintenance of which should hereafter be charged to Imperial Funds, with the understanding that all other road work must be provided for from Local Funds.

The

I. Gopaulpore to the North Western frontier via Berhampore Aska and Russulcondah.

II. Vizagapatam to the Jeypore country via Rivela.

III. Masulipatam to the Hydrabad frontier via Bezwada.

IV. Kottapatam on the Nellore coast to Kundial in Kurnool via Onghole, Cumbum & Mundi= =Kandana Pass.

V. Nistnapatam on the Nellore coast to Cuzzelpet on the road from Kurnool to Cuddapah, via Nellore & the Dorsnal Pass.

VI. Mercanum to Tamulputty on the line of rail= =way, via Tindivanum, Gingee, Trinomaly & the Chungamah pass.

VII. Cuddalore to Salem via Panrooty, Dolondoorpet, Kallacoorchy, Chinna Salem & Athoor.

VIII. Sheally, in the Tanjore district, to Salem, via the Grand Anicut, Trichinopoly, Musiri & Namcul.

IX. Pettapuim on the Madura coast to Kalkonoothy via Sevicottah, Tripatoor, Nattam & Dindigul.

X. Tuticorin to Palamcottah.

XI. Caumbum, on the Madura coast, to Paulghat via Ramnad, Madura Palni & Poolachy with a branch at Poolachy to Coimbatore.

XII. The Cotton Road from Madura to Tuticorin via Vellaipoiram.

XIII. From Cypaur on the Tinnevelly coast to Srivilli= =putur.

XIV. Tuticorin to Tencasi and Travancore frontier via Palamcottah.

XV. Chittoor to Kurnool via Cuddapah and Rum= =dial.

XVI. Chittoor to the Bombay frontier at Tulcd in the Bellary district via Palmanair, Muttampally, Anantapore, Bellary, Hospet & Aurinhudgally.

XVII. Bellary to Kurnool.

XVIII. Calicut to Mangalore.

XIX. Calicut to the Mysore frontier via the Tamberchery

Ghaut and Sultans Battery:-

XXII. Carnanore to the Mysore frontier vid the Perick pass and Mucunatoddy:-

XXIII. Caunanore to the Mysore frontier, vid Muttanoor:-

XXIV. Mangalore to the Mysore frontier ~~vid~~ by the Sampaji Ghaut:-

XXV. Mangalore to the Mysore frontier, by the Aguambi Ghaut:-

Ghaut & Exceptional Roads:-

1. Roads in the Khond Malicks in Ganjam and thence to Soradda in the low country:-
2. Settah Ghaut & other Roads in the Jeypore Zemindary in Vizagapatam:-
3. Roads in the Rampah Zemindary in Godavery:-
4. Certain ghauts & roads on the Shevaroy Hills
5. (13 miles) Kymood frontier of Bellary Dist. vid Goety & Anantapore to Mysore frontier (80 miles) A.P. Bellary District
6. Ramandroog to foot of Nagalore ghaut in Bellary (6 miles):-
7. Ramandroog to Toornagul in Bellary (40 miles):-
8. Hassanoor Ghaut Road, from Erode to Mysore frontier (40 miles):-
9. Rarghur Ghaut Road from Erode to Mysore vid Collegal (90 miles):-
10. Roads and Ghauts on the Neilgherry Hills:-
11. Certain Roads and Ghauts in S. Canara viz:-

Cottur Ghaut road, from Mandor to Mysore frontier (30 miles):-

Branch from Halkull on this road to Rydoor (14 miles):-

Road from Someshwaram at foot of Agumbi Ghaut to Haldidi (18 miles):-

Road from Hoopett, near Someshwa, to Udipi with branch to Raji:- (28 miles):- Charmadi

Hodekal Ghaut road vid Thumbodi to Puttur (42 miles):-

Munjeshwar Ghaut to Mani vid Uppinangadi (40 miles):-

8.

8. The Govt have given the lists submitted as well as the Board's observations in regard to them their best attention, and at the suggestion of one of the members they have held two conferences with the Board on the subject, and have discussed with them the proposed classification, district by district:- They are of opinion that expenditure from imperial funds should be restricted to roads which fall into one of the three following categories- viz:- 1. main lines of communication. 2. Ghaut and exceptionally situated roads and 3. Salt roads:-

9. The only lines which can properly be so classified are entered below, and the Govt accordingly resolve to declare them to be

be Imperial roads for the future, but it will be open to the Supg. Engineers or Collectors of Districts to propose that any of the lines included in class 2 shall be transferred to the local list, on completion, if the exceptional circumstances which have induced this present classification as imperial roads have passed away, and if the Local fund of the District in which they are situated is in a position to provide for their proper maintenance.

Main lines of communication:-

I. Great Northern Road from Madras to the Bengal frontier with a branch at Anakapelly to Vizagapatam and another at Jaggampett to Cocanada (viâ Samulcottah).

II. Great Southern Road from Madras to Travancore frontier near Cape Comorin with a branch at Tindivanam to Negapatam (viâ Pondicherry, Cuddalore, Sheali & Tranquebar) and another at Tickravaddi to Combaconum viâ the Vellaur Anicut.

III. The great western road from Madras to Calicut with a branch at Arcot to Chittoor, and another at Vaniembady to Bangalore & the Mysore frontier.

N. H: Certain Roads & Ghauts in Malabar, viz.t

Kotiadi Ghaut road - (27 miles).
Lakadi to Manuntoddy viâ Periot (28 miles).
Coorg frontier to Kerid Ghaut Road (12 " ").
Moidantoddy viâ Sultans Battery to Coodalore (55 miles).
Pandarom to Kulpetta (10 miles).
Condoti to Tippicadoo viâ the Kanam Ghaut (68 miles).
Edivana to Tirur station, viâ Mallapooram (32 miles).

Salt Roads.

1. Coorada Cans[illegible] Atchapore, to Trunk Road, in Ganjam (4 miles).
2. Nowpadai to Vizagapatam frontier, viâ Jagan-=nadapore in Ganjam (38 miles).
3. Nowpada to Teckali in Ganjam (6 miles).
4. Calingapatam to Chicacole in Ganjam (12 miles).
5. Chicacole to Calcondah & Parvatipur in Vizagapa-=tam (50 miles).
6. Arigollu to Runtumilly in Kistna (20 miles).
7. Jakole to Chinna Ganjam in Kistna (10 miles).
8. Kistnapatam to Rama Coss Chautry in Nellore (14 miles).
9. Sugardzpatam to great Northern Road in Nellore (20 miles).
10. Chundambucolum to Trunk Road, in Madras (4 miles).
11. Covelong to Pundalore in Madras (14 miles).
12. Cheyar to Chotapatam & Wandiwash in Madras (36 miles).
13. Mercanum to Pondicherry in South Arcot (19 miles).
14. Cuddalii to Chombankum in do do (5 miles).
15. Chunampett to Alattoor in do do (5 miles).
16. Tedgavally & Goodalam in do do (5 miles).
17. Vardarma to Nunnargoody in Tanjore (34 miles).
18. Adrampatam to Pundracottah in do (32 miles).

19. Pattcotta to Tanjore in Tanjore (40 miles):-
20. Kattumuddi to Arundaughi in do (20 miles):-
21. Soyelgudi to Chopur in Madura (46 miles) in Malabar
22. Tellicherry to Cotaparamba in ~~South Canara~~ (12 miles):-
23. Ponani to Pattambi in Malabar (18 miles):-

10. It will be observed that the main lines of communication are 25 in number, and it is believed that their total length is about 4,000 miles. The second class, (excluding the roads in the Khond Hills, the Jeypore & Rumpah Zemindaries & the neighbouring Hills, for the construction and maintenance of which an annual provision of

of at least one lac of Rupees will be required for some years to come) are extended to about 1000 miles and the cart roads are nearly 600 miles in length. The main lines, when complete will

will cost about

8
~~12~~ lacs of rupees

annually to maintain

at ~~Rs~~ 200 ~~250~~ per mile,

a very moderate

allowance for

a first class pri=

=perial line.- The an=

=nual upkeep of

the 500 miles of

Salt roads will

not

Colind On Steel

200 Rs empty

7

12 14

not be less than Rs. 75,000

and probably about

Rs. 3,25,000 will be

required for the ghaut

and exceptional roads

so that at some future

period the Imperial

grant for communica=

=tion may be reduced

to 12 ~~14~~ lacs, but it is

unlikely that any

smaller sum will

ever suffice for the

Imperial requirements

of this Presidency in

regard to roads, and

as it is but 3 per Cent

on the land revenue

it cannot be considered

extravagant

Imperial Grants for Communication

	New Works	Repairs	Total
1866-67	7,54,636	11,44,330	18,98,966
1867-68	6,65,000	11,27,627	17,92,627
1868-69	9,95,500	10,65,000	20,60,500
Average	8,05,045	11,12,319	19,17,364

extravagant- As however a large number of the roads entered in the foregoing list- are incomplete, and many of them have not even been commenced, it will be necessary for some years to come to make a considerable annual expenditure from Imperial Funds, upon construction- The amount must of course depend upon the annual grants, and the maintenance of existing roads must on no account be neglected in order to

to augment it, for no system is so extravagant and wasteful as to construct roads without providing them with a proper annual allowance for maintenance, involving as it usually must the entire reconstruction of the road in a few years at a heavy outlay instead of small annual expenditure for repairs- Such of the now determined Imperial lines as are already Complete will accordingly be provided with a liberal

liberal maintenance allowance (in the outgoing budget, and the balance of the grant after making due allowance for the construction of roads in exceptional localities, will be devoted to completing such of the main lines entered in Class I as are now under construction. The expenditure on new works should however be restricted, as far as possible, to a few particular lines in order that a

(as far as possible)

and Feld Roads,

a few roads connecting important points may be completed within a reasonable time, instead of an imperceptible advance being made, in the construction of a large number of roads in different localities, when the Imperial passes now in course of construction are completed in the order of their urgency, the lines hitherto untouched will be commenced upon in the same order.

(4)

14 - 12

advance

each year

ds

11. As the vexed question of Imperial and local roads has now been definitely settled, a skeleton map of the Presidency showing the present decision of Govt: will be pre=pared - The main lines included in Class I will be shown by a double line, an eighth of an inch apart and the numbers of the General Imperial roads, as given above, will be marked in Roman figures upon each, in order that the roads may be readily recognised - The chief exceptional roads

? by a double dotted line

the Salt roads roads, will be depicted by a double line, in the one case one by a ~~narrow~~ single twenty fourth of an inch apart & in the ~~line and the salt roads~~ other are twelfth of an inch ~~by a broad one~~. An ample supply of spare copies of the Map will be forwarded to the Supg Engrs of Divisions and to the Collectors of Districts, and after the despatch of the outgoing budget the former officers will be called upon to return to Govt: one copy of the Map ap=propriately coloured, in order to show the exact condition of each line of road in their respective Divns Districts

Divisions
~~Districts~~, i.e whether
completely constructed
and bridged, constructed
but not bridged, mere
construction or only
projected - The Map to
be accompanied by a
report giving full
particulars on these
points as well as in
regard to Estimates
and budget-provisions
for maintenance or
construction &c. with
these Maps before
them, the Govt will
be able to judge, to
what extent the wants
of the country have
already been met
and what progress
is

being annually
made towards this
desirable end. As this
information is also
of great importance
in the preparation
of the District Road
Fund Budgets the
Colls. of Districts when
submitting their
annual reports on
the progress of the
P.Works of their
Districts, will be
required to state
the number of Miles
of each class of
Imperial road which
have been main=
=tained in good order
in

in their ~~districts~~ during
the year, the number
of miles of new road
which have been
during the same period,
completed, as well
as the number still
under construction,
and not yet commenced
upon - with a reference
to the general admin-
-istration of the District
Road Funds, the
special attention of
the Board of Revenue
will be invited to
the remarks contained
in this and the previous
para as many of
them are of equal
application to Local
and

17 19

and Imperial expenditure
on roads -

Conferences

12. In the ~~discussions~~ Govt. Consultations
~~which took place~~
between the Govt. &
the Board in regard
to the classification
of the Roads, the Board
in several cases have
acquiesced in the
propriety of the classifi-
-cation of a road as
Local instead of
Imperial, but they
have recommended
that it should be
completed or put into
thorough repair from
Imperial funds in
the first instance -
The Govt. were at
first

first disposed to concur this, but bearing in mind the very limited amount of funds which are likely to be available for the construction and maintenance of the numerous roads now declared to be imperial they resolve to direct that the expenditure from imperial funds upon any road not entered in the list shall be limited to such provision as may be entered in the Budget of 1868-69.

the

For Mr Phillips

I believe that a Motion of this kind might be moved in some cases at the meeting - If passed it will certainly lead to much discussion during the year

A P A

and on a further careful consideration of the difficulties likely to arise from the mode of transfer

1880

the road whether complete or otherwise being transferred to the Local fund from the Commencement of the coming official year - When it is remembered that every road which could by the most liberal interpretation be included in any one of the three categories referred to in para 9 above, has been classed as an imperial road, it will be clear that no other course could with propriety be adopted

The

Qui ought to [illegible] be omitted?

WDN

N A P A

The course proposed by the Board to would have also had the disadvantage of in all probability leading to much discussion between the P. W and Rev: Depts, as to whether the roads were or were not in thorough repair at the period of transfer. The Bd. further proposal however that, half the cost of bridges over irrigation channels on District Roads should be contributed from Imperial funds Commends itself to

Ganjam.

to Govt: and the charge eventually be provided for in the Budget for Irrigation works.

13. In conclusion the Govt: will now notice briefly those cases in which they have thought proper to differ from the recommendations of the Bd. of Revenue

The classification proposed to the classification of the roads as proposed in their Proceedings on each District, and will dispose of the several propositions in detail

In this District the Government have retained in the Imperial list 6 the roads proposed by

by the Board except that from Arka to Kurcholy which is clearly a local line as are also the lines referred to in para 7 of their proceedings but in lieu of the proposed contribution to these roads from Imperial funds the Govt. have entered in the Imperial list (Class III) the roads on the Shoorad Hills & thence to Soorada. The Great Northern line will for the present be constructed through Nowpada but when the line from Bimlipatam to Cassimcotta direct is completed the road joining Vizianagrum & Nowpada will become a local road.

Of

Vizagapatam.

Of the four roads considered by the Collector to be imperial Nos. 1 and 2 are included in the Great Northern road, No. 3 will form Imperial road No. IV and No. 4 has been adopted as a Salt line. The roads in the Jeypore Zemindary have also been included in the Imperial list, but the Board's proposals that half the cost of making the line from Vizianagrum to Parvatipore should be defrayed from Imperial Funds is clearly inadmissible, as the latter place will be connected with the coast by the roads

roads to Chicacole and Nowpada. Nor are there any valid grounds for the proposal made at the first conference that the local road to Narsapatam should be considered Imperial.

In addition to the trunk road, which has been included in Imperial &c. Road No. I, the Collector proposes to transfer from Local to Imperial the cross roads from Cocanada to Rajamundry and from Samulcotah to Amaveram and the Board add the road from Cocanada to Coringa. The Board cannot admit the propriety of including any of these three roads in Imperial list, but in lieu of them they have sanctioned a branch of Imperial Road No. I at Suggumpett to Samulcotah and Cocanada. The Roads in the Rumpah zemindary have also been included in the new Imperial list.

Godavery

In this District all the roads recommended by the Board and Collector have been retained in Imperial except a portion of old trunk road No. VII. The Board on a former occasion expressed their opinion that the road might be transferred to the

Kistna

the District list and as it is no longer of any use for Imperial purposes it has been struck out of the list.

With the exception of a portion of the old trunk Road just referred to all the roads recommended by the Board have been passed as Imperial. Their proposal that some of the short salt lines should be maintained from the provision under petty construction and repair is however approved and these lines do not therefore find a place in Class III above.

Nellore

The roads proposed by

Cuddapah

by the Board for this District in their Proceedings under date 3rd July 1868 No. 4888, have been retained as Imperial. In the letter from the Collector, recorded in those Proceedings, it is proposed to retain old trunk Road No. XIII, but the Board observe that as this line runs close to the Railway it should be transferred to the District list. The Board modified this opinion at the first conference, and expressed their concurrence with the Collector's proposal, but the Govt consider that in case of opinions that, on the grounds set forth in their Board's Proceedings the road can no longer be classed

classed as Imperial.

Bellary

In this District the continuation of the road just referred to has been transferred to the Local list and as none of the roads noted below can be considered to be main lines of communication or exceptional roads they have been excluded from the Imperial list.

Hospett to Ramandroog
Koodatgy to Kumply
Gooty to Jonnagherry
~~Gooty towards Kurnool~~
~~Gooty to Pennaconda~~
Bellary to Kurihall

The Govt have adopted the Board's proposals ~~in regard to this District~~ in regard to the classification of the Roads

but

Kurnool

but they cannot sanction their proposal that half the expense of the formation & maintenance of the roads from Kurnool to Gooty and Doorpad should fall upon Imperial funds. Neither road has any possible claim to be included in the Imperial list, and the Board are evidently incorrect in their supposition that it is necessary to keep up a road from Gooty to Kurnool for military purposes, for any movement of troops from Bangalore to Kurnool ~~would~~ might obviously be made by Rail.

and the troops might be marched from the point where the railway cuts the road from Bellary to Kurnool ~~and not from Gooty~~

Madras

The recommendations of the Board for this Distt have also been adopted except in regard to old trunk Road No XIII. This road has been locally

It

It has ceased to be a main line of communication & can no longer be classed as Imperial.

North Arcot

In this District too the Board's proposals have been acquiesced in by Govt. except in regard to the continuation of old Trunk Road No. XIII just referred to.

South Arcot

The Collector's and Board's proposals have been adopted in this Dist. also, except the Western road from Cuddalore to Salem via Punrooty, Oolundoorpett, Kulla-coorchy, has been retained as Imperial instead of that via Virdachellam. It is obviously impossible to retain both as Imperial.

Tanjore

In this Dist., the Collr. and Supt. Engr. recommend that only three roads shall be classed as Imperial viz that for the Grand Anicut to Attakaren chantry beyond Shealy, the Trichinopoly road through Tanjore carried on to Negapatam, & the road from Combaconum to the Vellaur Anicut

Trichinopoly-

The Board, add to these four Salt roads, the road from Tanjore to Combaconum, from Adutthoray, on the Combaconum and Shealy road, to Tranquebar, from Negapatam, to Shealy and from Mayaveram to Road No. 28- The Govt. have approved of the Board's proposals except in regard to the Negapatam and Trichinopoly road, which run parallel with the Railway and the cross roads from Combaconum to Tanjore, from Mayaveram to Road No. 28 and from Adutthoray to Tranquebar,

The Govt. have been obliged to reject from

four
from roads proposed
to be retained as imi=
=perial in this District
viz: that from Trichinopoly
to Dindigul, from
Trichinopoly to Salem
via Torriore - Trichinopoly
to Bodiapolliem, none
of which, can be called
a main line of com=
=munication, and from
Trichinopoly to Tanjore
frontier which runs
parallel with the
Railway -

The proposals of
the Bd & Collr have been
adopted in this District,
except in regard to the
road the Kavaneore
frontier which cannot
be considered a main
line. -

In

Madura

Tinnevelly

Coimbatore

Salem

25 81

In this District
only four roads are
proposed as Imperial
and these have all been
retained in the list by
Govt: -

The four roads
proposed by the Board
in their Pro[illegible] have
been made Imperial
& a branch from Palachy
to Nagore & Coleroone
in Madura has
also been sanctioned -

In this District also,
the Bd's proposals have
been adopted, except in
regard to the roads from
Coimbatore to Aanamcottah
& from Salem to Trichinopoly
via Torriore which have
been made Dt. lines -
The transfer of the road
from Coimbatore to Manjoor

Railway

Railway Station to Local
Funds has already been
opened -

The recommendation of the Board has also been accepted for this District -

South Canara

The Board's proposals, with one exception have been adopted - The Great Western Road will remain from Palghaut to Mulliapooram & Calicut and the present line to Manes Ponani will become local except that portion of it between Ponani & Puttambi which will be retained in the Imperial list as a salt road -

Malabar

1 To the Board of Rev dep 12th No
1 " the B.W. Dept Secl do
1 " the Acctt General Sb do

10.5.24 Bm V

Revenue 1868 Dept.

No. 2831

Proceedings of the
Madras Government

Dated 11th Novr. 1868.

175 @ 196