M.R. O. 1—32,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 2832 Press ~~Mis.~~

197-198
Dated 11 – 11 – 19 1868

Not to be folded or roughly handled

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

No. 197. Read the following letter from the Acting Secretary to the Board of Revenue, to the Acting Secretary to Government, Revenue Department, Fort St. George, dated Madras, 22nd October 1868 :—

1. I am directed by the Board of Revenue, with reference to G. O., dated 18th April 1868, Revenue Department, No. 1,031, to submit a *revised* list of the roads in each District, which are, in their opinion, respectively "Imperial" and "Local." This list supersedes the lists appended to their separate Proceedings. When these lists were drawn up, the Board had not the means of comparing the requirements of the different Districts, or of taking a comprehensive view of the wants of the Presidency. The revised list, however, does not contain many alterations.

2. The Board deem it desirable to state briefly the general principle by which they have been guided in their recommendation.

3. Up to 1865, the obligation of making all the roads of the country rested with the State, out of the general revenues of the country. In that year the Government initiated the present Road Cess. They stated that, according to calculations made in 1861, about 101 lacs of Rupees were required to form and complete, and about 13½ lacs annually to maintain lines, which had been recognized and laid down to be *Imperial*, and about 111 lacs to construct, and 9 lacs to maintain *District* lines, and that the resources of the State would be fully taxed to complete and maintain the former. To meet the cost of the latter, the Road Cess was introduced. The object in view thus was, not to relieve Government of the obligations which it admitted, and was endeavouring so far as it had the means to fulfil, but to provide funds for other obligations which it had never attempted to perform, and declared itself absolutely unable to undertake. It is very necessary that this leading principle should be kept prominently in view, for neglect of it involves breach of faith, and must beget suspicion of the motives and distrust of the assurances of Government. The objections of the people to local taxation are in a very great measure owing to their doubts whether the money raised will be scrupulously devoted to the purposes avowed, and will not hereafter, on different pretexts, be virtually absorbed into the treasury, by being applied to purely State purposes. Justice and good policy alike require that the fundamental principle on which the Road Cess was based should be scrupulously adhered to, and that no ground should be afforded for a doubt of the good faith of Government by any measure, such as transferring a line hitherto adopted, and always treated as "Imperial," to the category of District Roads, or declining, in consequence of the establishment of the District Road Fund, to construct at the expense of the State a road or bridge, which it was always intended so to construct when funds should be available.

4. The Board have been guided by this principle in the recommendation they now make, which, it may be remarked, has almost universally the concurrence of the Collectors and Superintending Engineers. In those cases where their proposals differ from those of the local Officers, whose knowledge of the country and people give great weight to their opinions, the Board have fully stated the grounds on which their modification are based.

5. The Board have, in the first place, retained all the "Trunk" lines on the Imperial list. These lines were selected with great care, as the main arteries of communication, and as combining Military, Political, and Commercial considerations. It is true that portions of some of them run parallel to Railways, and that the through traffic on these sections has thus been considerably lessened. They still, however, retain a very large amount of intermediate traffic, and their diminished importance is counterbalanced by the proportionately reduced expense of maintaining them. The transfer of works so long considered as Imperial, and accepted by Government as a burthen devolving on the Imperial exchequer, would certainly have a tendency to excite doubts in the minds of the people as to the *bona fides* of Government in the administration of the Road Fund.

6. Salt lines have also, in accordance with the rulings of Government, been retained on the Imperial list, as well as lines connecting the capitals of districts and centres of trade. These are all Imperial obligations, and devolve on the Government which is interested in them, not merely as the ruling power, but as practically the great Landlord and Salt trader of the country.

7. The importance of the lines selected by the Board will be best seen by reference to their maps.

8. Owing to the recent introduction of the Road Cess, it is impossible yet to declare unreservedly that all other lines of road are exclusively "Local," and must be made and maintained at the expense of that fund. As its operations extend, lines will, without doubt, be found necessary which subserve important State purposes, occupying an intermediate position between a purely Imperial and a purely District Road, and the fund may, therefore, legitimately claim aid from the State on the broad ground that it is jointly interested in, and benefited by, the work. In other cases, aid may justly be sought for exceptionally large and expensive works beyond the means of the Road Fund if unaided, such as ghauts and bridges over wide rivers. The Board have entered in their list a few lines which they do not hesitate to name *now* as entitled to such assistance. They understand from the Collector of Nellore that the opening of the Rapoor and Someshwaram ghauts into Cuddapah will cost about 2½ lacs each, and other similar works might be mentioned elsewhere. The Board propose, however, to submit the claims of such works when the time for commencing them has arrived.

9. In every district (notably in the Deltas of the Godavery, Kistna, and Tanjore) the expense of road-making is considerably enhanced by the necessity of bridging canals of irrigation and navigation belonging to the State, and paying a large revenue to it. The Board consider it only equitable that, in such cases, Government should contribute towards the additional expenses which their own operations entail on the Road Fund, and they recommend that at least a moiety of the cost of such works be borne by the State.

10. The Board also submit, that if the Government see fit to declare "Local" any of the roads which are now on the Imperial list, and which the Board and the Local Officers recommend should so continue, it is only equitable that such roads should be made over in good order, the fund being thus charged with their future maintenance only, and not with the expense of fulfilling obligations which the State has hitherto acknowledged, but left unaccomplished.

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

11. The Board would further add, that their present proposals are necessarily based on the assumption that the present sources of the income of the Road Fund will remain intact. If these are appropriated by the State, it will be necessary, as well as simply just, to make a corresponding reduction in the liabilities and obligations of the fund.

12. The Board are unable to give the mileage of District Roads, as so large a proportion of them have no existence as yet. Two Collectors, however, have proposed complete schemes of *main* district lines, *excluding village cross-roads.* In Tanjore, the former comprise a mileage of 962 miles, and will cost 10½ lacs to construct or complete, and 60,000 Rupees per annum to maintain when completed. In Tinnevelly, the District Lines aggregate 700 miles, and will cost 6½ lacs to form. These estimates, it must be remembered, are exclusive of cross-roads from the outlying villages to the main lines, though the landholders of these villages contribute equally with the rest of the agricultural community, and will naturally expect that their requirements shall not be overlooked. In North and South Arcot and Salem, where the Road Fund has been in existence a few years longer than elsewhere, it is already almost absorbed by the increasing pressure of the allowances for maintenance, which cannot of course be denied. In Salem, for example, these allowances for 1869-70 amount to Rupees 76,000, out of a gross revenue, balances included, of Rupees 97,800.

13. There can be no doubt that the expenditure for the construction of District Roads, as well as for maintenance, will considerably exceed the estimates of 1861, given in paragraph 3, and many years will elapse before the people fully reap the advantages which the imposition of the Road Cess was designed to afford them.

14. The Board believe that the classification of roads now proposed by them, in which almost without an exception, the Collectors and Superintending Engineers, as already stated, concur, is alike equitable to the State and the body of land-holders. It must be borne in mind that the State derives a revenue of more than four millions sterling from the land, is the recipient of a large amount of taxation drawn from classes who do not contribute towards the expense of roads, though benefiting by them, derives a revenue from salt alone (an article, the consumption of which is materially affected by the cost of carriage) of a million sterling, and is further interested in the state of the roads on account of its Customs Revenue, and its Political, Military, and Postal requirements. The land-holders may, with some shew of equity, be required as they now are, to make and keep up the Minor District and Agricultural Roads, in which they are chiefly interested. But they are equally entitled, with the rest of the community, to have the main lines constructed and kept up for them out of the general revenues. Independent of this consideration of justice, it is of the utmost importance that the fund should not be overwhelmed in its infancy as it must be, if Imperial Lines are transferred to it. In that case either the lines must be allowed gradually to go to ruin, or the Road Fund must be diverted fom its legitimate objects to their preservation—a course which must cause much just dissatisfaction to the land-holders, who will feel that by subjecting themselves to additional special taxation, they have in fact deprived themselves of advantages afforded free of cost to the rest of the community.

15. A reference to the Budget of 1868-69 shews that, of the sum of Rupees 22,80,450 allotted for Communications, Rupees 11,84,950, or more than half, were contributed from the Road Fund. Of the assignment for Repairs, viz., Rupees 14,55,000, the Budget shews only Rupees 3,90,000, as drawn from the Road Fund, but this is owing to its exhibiting only the expenditure through the Department Public Works. The total expenditure was far in excess of this. Tanjore, for instance, is represented as contributing only 7,890 Rupees, whereas the real grant was Rupees 96,774. Salem again has Rupees 7,890 set down against it, whereas the real amount was Rupees 75,650. Moreover, the Road Fund contributed Rupees 1,57,000 towards the expense of the Imperial Public Works Establishment.

No. 198. ORDER THEREON, 11th November 1868, No. 2,832.

Miscellaneous.

The foregoing letter, in which the Board discuss the general principles on which, in their opinion, the roads of the Presidency should be classified, will be recorded with reference to the Order of Government of this date, No. 2,831.

(True Extract.)

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

To the Board of Revenue.

Exd. S. T. Augustin.

To
THE BOARD OF REVENUE.

Dated November, 11th.
Recd. *Exd.*

G. O., 11th November 1868, No. 2,832.

NOVEMBER.
Nos. 197-198.

Board's Proceedings.—Board's letter discussing the general principle on which they should be classified recorded.

List of Roads which have been approved of by the Board to be treated as Imperial, with reference to G. O., R. D., dated 18th April 1868, No. 1,031.

No.	From.	Through.	To.	Remarks.
		GANJAM.		
1	Chicacole.....	....	Bengal frontier ...	1. This is a portion of the Great Northern Trunk Road No. 6 from Madras to Calcutta.
2	Berhampore	Russelcondah	Khond frontier ...	2. This is an important Military line connecting the Khond country with the Military station of Berhampore.
3	Aska	....	Kurcholy	3. Connects Aska with the Bengal territories.
4	Aska	Soorada	To frontier.....	4. Leads into the Khond country.
5	Nowpada	Juggernathapore.	Parvatipoor	5. Important Salt line.
6	Calingapatam Salt-pan.	.....	Trunk road near Chicacole.	6. Short do.
7	Nowpada.....	.....	Teckally.....	7. Do. do.
8	Sooralah pans, (Itchapore.)	.....	Trunk Road No. 6.	8. Do. do.
9	Gopaulpore.....	....	To join trunk road near Berhampore	9. Connects Berhampore with the coast.
10	Ganjam	.....	Aska	10. Salt line.
11	A moiety of the cost of the road from Itchapore by Chegotty to Surada should be contributed by Government.			
		VIZAGAPATAM.		
1	Chicacole	Chittavalsa. Subbaveram. Ankapally.	Toone	1. Portion of Great Northern Trunk Road No. 6 from Madras to Calcutta.
2	Vizagapatam	.....	Ankapally	2. Connects capital of the District with No. 6.
3	Do.	Bimlipatam. Chittavalsa. Vizianagram.	Kasipoor.....	3. Connects capital of the District and Military Head-quarters with the Military station of Vizianagram and the Jeypore country.
4	Chicacole	Palcondah	Parvatipur	4. Salt line.
5	Nursipatam	.....	Trunk line	5. Connects the Sub-Collector's station with Trunk Road No. 6.
6	All roads in the Jeypore country	.....		6. No Road Cess or other Funds are realized here.
	N. B.—A moiety of the cost of the road from Vizianagram to Parvatipore should be contributed by Government.			
		GODAVERY.		
1	Tuni	Rajamundry, Ellore	Perikeed	1. This is a portion of the Great Northern Trunk Road No. 6 from Madras to Calcutta.
2	Coconada	Samulcottah and Dowlaishwaram.	Rajamundry... ...	2. Connects the capital of the district with the Chief Public Works stations.
3	Samulcottah	Pittapur.....	Annaveram... ...	3. Connects Coconada with the Trunk Road No. 6.
4	Coconada	.....	Coringa...	4. Connects Cocanada with the important Port of Coringa.
5	All roads in the	Rumpa country ...	.....	5. No Road Cess is leviable here.

List of Roads which have been approved of by the Board, etc.—(Continued.)

No.	From.	Through.	To.	Remarks.
		KISTNA.		
1	Masulipatam... ...	Bezwada	Nizam's frontier.	1. Important Military line, connecting Masulipatam with Hyderabad.
2	Nellore frontier ...	Do.	Godavery frontier at Perikeed.	2. This is a portion of the Great Northern Trunk Road No. 6 from Madras to Calcutta.
3	Nellore frontier, (Kopperapad.)	.....	Pondigal.....	3. Trunk Road No. 7.
4	Arugallu.....	.....	Bantumally.....	4. Salt road.
5	Inkole.....	.....	Chinna Ganjam ...	5. Do.
		NELLORE.		
1	Madras frontier ...	.....	Kistna frontier ...	1. This is a portion of the Great Northern Trunk line No. 6 from Madras to Calcutta.
2	Mudigonda river...	.....	Kistna frontier, (Kopperapad.)	2. Trunk Road No. 7.
3	Nellore...	Dornal Pass	Cuddapah...	3. Connects the capitals of the two districts, and is a Salt line.
4	Ponengadu back-water.	.....	36th milestone on Trunk Road No. 6.	4. Salt line.
5	Tada	.....	Backwater near Salt Cotaur.	5.
6	Dugarazpatam ...	.....	Trunk Road No. 6.	6.
7	Kistnapatam... ...	.....	Ramdoos Chuttrum on Trunk Road No. 6.	7.
8	Kistnapatam... ...	.....	Nellore...	8. These are all Salt lines of short length connecting the Depôts with the Northern Trunk Road.
9	Iskapully	.....	Alur	9.
10	Tummalapenta ...	.....	Kavali...	10.
11	Birmagunta	.....	Singarayakonda...	11.
12	Ulapoliem Pakala.	.....	Trunk Road No. 6.	12.
13	Kottapatnam... ...	.....	Ongole...	13.
14	Koppolu...	.....	Berumgunta ..	14.
15	Devarampad... ...	.....	Trunk Road No. 6.	15.
16	Kanuparty	Raperla...	Nagalapalpad ...	16.
17	Ongole...	.....	Cuddapah frontier, (Cumbum.)	17. Do. and connects the Northern part of the Nellore district with Cuddapah and Kurnool.
		CUDDAPAH.		
1	Cuddapah	.....	Madras frontier near Balapally.	1. Trunk Road No. 13.
2	Do...	Goolchervughot Rayachoty.	North Arcot frontier near Peelair.	2. Do. do. No. 11.
3	Do...	.....	Bellary frontier near Tallapodattoor.	3. Do. do. No. 13.
4	Do...	Kazipet...	Kurnool frontier near Chagalmurry.	4. Connects Cuddapah with Kurnool and Hyderabad country.
5	Do...	Budvail and Dornal Pass.	Nellore frontier...	Connects the capitals of the two districts.
6	Cuddapah, North Arcot frontier near Punganoor.	Madanapally and Kadree..... ...	Bellary frontier...	Trunk Road No. 12.

List of Roads which have been approved of by the Board, etc.—(Continued.)

No.	From.	Through.	To.	Remarks.
		BELLARY.		
1	Bellary...	.....	Alloor...	Connect Bellary and Kurnool.
2	Alloor...	.....	Asperry...	Do. with North Canara.
3	Bellary...	Tornagul, Hospett, and Humpsaugor.	Sovinhully	
4	Humpsaugor... ...	Huvinhudghally...	Hullal *en route* to Coompta.	Connects Bellary with North Canara.
5	Hospett...	.....	Ramandroog... ...	5 to 8 are roads connected with the Ramandroog sanitarium.
6	Ramandroog	.....	Foot of Nagalapore Ghaut.	
7	Do...	.....	Tornagul	
8	Koodatunny	.....	Kumply...	
9	Bellary...	Gooty	Cuddapah frontier.	Trunk Road No. 13.
10	Gooty	Annantapur. Vennacondah.	Mysore frontier ...	Direct road between Bangalore and Kurnool and Hyderabad.
11	Bellary...	Annantapur... ...	Cuddapah frontier.	Trunk Road No. 12.
12	Do...	Hurrihall	Mysore frontier ...	Connects Bangalore with Mysore.
		KURNOOL.		
1	Kurnool	.....	Bellary as far as Asperry.	Connects Kurnool with Bellary.
2	Do.	.....	Gooty...	Do. with Railway and Bangalore.
3	Do.	Chagulmurry ...	Cuddapah frontier.	Connects the capitals of the two districts.
4	Ayaloor	Cumbum.	Nellore frontier.	Connects Kurnool with Ongole and the Salt depôts of Nellore.

N.B.—A moiety of the cost of the road from Kurnool by Dorpad to the Kistna and Nellore frontier to be contributed by Government.

		MADRAS.		
1	Vasserpaudy Tank Calingula.	.....	Panangaudi backwater.	1. This is a portion of the Great Northern Trunk line No. 6 to Calcutta.
2	3½ Milestone... ...	.....	53rd Milestone towards Salem.	2. Trunk Road No. 1.
3	Madras boundary..	Pallaveram... ...	Atcharwak... ...	3. Do. do. No. 8.
4	Cheyar...	Chotapakum ...	Frontier of the district, Wandawash.	Salt lines.
5	Chunambukolum...	.....	Trunk Road No. 6.	Do.
6	Covelong	.....	Vandaloor	Do.
7	Madras	.....	Naggery	Trunk Road No. 13.
		NORTH ARCOT.		
1	Frontier of Madras at 53½ milestone.	.....	Frontier of Salem at 125th milestone.	Do. No. 1.
2	Ranipet	.....	Mysore frontier beyond Palmanair.	Do. No. 10.
3	Trunk Road,	No. 11.		
4	Do. do.,	,, 13.		
5	Do. do.,	,, 12.		
		SOUTH ARCOT.		
1	Atcharwak... ...	.....	Vellaur	1. Trunk Road No. 8.
2	Papanapat	.....	Coleroon	2. Do. do. No. 9.

List of Roads which have been approved of by the Board, etc.—(Continued.)

No.	From.	Through.	To.	Remarks.
		SOUTH ARCOT.—(*Continued.*)		
3	Cuddalore	Virdachellum ...	Salem frontier ...	3. Connects Cuddalore and Salem.
4	Tindivanam ...	Mylum and Pondicherry.	Cuddalore	4. Connects Cuddalore with Madras.
5	Cuddalore	.....	Trunk Road No. 9 and thence to Trunk Road No. 8.	Nos. 5 and 8 connect Cuddalore and Salem.
6	Tindevanam ...	.....	Mercanum	6. Salt line.
7	Do.	Trinomalay... ...	Salem frontier ...	7. Do. and opens out district.
8	Oolundurpet ...	Cullacurchy ...	Do.	8. Do. No. 5.
9	Porto-Novo... ...	.....	Trunk Road No. 9.	9. Connects Tanjore with Madras and Salem.
10	Cuddalore	.....	Coleroon	10. Connects Cuddalore with Tanjore.
11	.....	.....	Teagavally and Gundalam.	11 to 14 are Salt lines.
12	Chunampet Salt-pans.	.....	Alattoor.	
13	Condaud	Around Mercanum Salt-platforms.	Thembakum bridge.	
14	Pondicherry ...	.....	Mercanam Salt-pans.	
		TANJORE.		
1	Lower Coleroon Anicut.	.....	Combaconum ...	1. Trunk Road No. 9.
2	Tanjore	.....	Negapatam and west of Tanjore.	2. Connects Tanjore with Trichinopoly and sea; runs near the rail.—Vide paragraph 3 of Board's Proceedings.
3	Grand Anicut ...	.....	Coleroon at Sheally	3. Is a continuation of the coast road westwards.
4	Sheally	.....	Anakaren Choultry	
5	Tanjore	.....	Combaconum ...	5. Connects the capital of the district with its chief town.
6	Aduthoray	.....	Tranquebar... ...	6. Do. Tranquebar and Combaconum.
7	Adrampatam ...	.....	Gandracota... ...	Nos. 7 to 10. These are Salt lines.
8	Puttucotta	.....	Tanjore	
9	Kattamavady Salt Depôt.	.....	Arundanghy ...	
10	Mannargudy ...	.....	Vadaraniem... ...	
11	Negapatam... ...	.....	Tranquebar... ...	11. Connects the station of the Civil and Session Court with the Railway.
12	Tranquebar... ...	.....	Sheally	12 & 13. Do. with South Arcot and station of Sub-Collector.
13	Mayaveram... ...	.....	Road No. 28 ...	
		TRICHINOPOLY.		
1	Vellaur river ...	.....	Trichinopoly ...	1. Trunk Road No. 8.
2	Trichinopoly ...	Tuvagudy	Tanjore	2. Connects Trichinopoly with Tanjore.
3	Do.	Musery	Salem	3. Do. Capitals of the districts.
4	Do.	.....	Dindigul	4. Important Commercial line.
5	Do.	.....	Madura	5. Southern Trunk Road No. 4.
6	Vellaur	.....	Lower Anicut ...	

List of Roaas which have been approved by the Board, etc.—(Continued.)

No.	From.	Through.	To.	Remarks.
		TRICHINOPOLY.—(*Continued.*)		
6	Trichinopoly	Oodiarpoliem	Trunk Road No. 9.	These roads are important and are being constructed by Government; when finished they may be made over to the District Road List.
7	Do.	Toriore	Salem	
		MADURA.		
1	Trichinopoly	Cottamputty and Meyloor.	Madura and on to the boundary towards Palamcottah.	Trunk Road No. 4.
2	Paulghat from boundary at Vyloor.	Pulney, Dindigul, Madura, and Ramnad.	Pamben	Important line connecting East and West Coasts.
3	Madura	Arupacottah	Tuticorin	Important Salt and Cotton road.
4	Dindigul.....	Nuttum and Cottamputty.	Vellaticolum	Do. Salt line.
5	Junction of the Madura and Dindigul road.	Periacolum and Cumbum.	Permandighaut towards Travancore.	Opens up the Cumbum valley and runs into Travancore.
6	Carriputty	....	Sayelgoody.....	Salt line.
		TINNEVELLY.		
1	Madura	Verdupatty, Sattur, Palamcotah, Nangunary, and Panagoody.	Travancore frontier.	Trunk Road No. 4.
2	Do.	Yemboor and Ettiapuram.	Tuticorin	Important Salt and Cotton road.
3	Vypar pans	Vellaticolum, Sattur, and Shevakasy.	Streevellipootto or.	Do. Salt line.
4	Tuticorin...	Tinnevelly and Tenkasy.	Travancore frontier.	4. Connects the western part of the district and Tinnevelly with the coast and chief part of the district.
		COIMBATORE.		
1	Coimbatore.....	Pullachy Oodamalpettah with branch to Collangode.	Madura frontier.	1. Continuation of Madura No. 2.
2	Mysore frontier...	Hassanoor Ghaut. Sattiamungalum.	Errode with branch from Chittode to Bowany.	2. Opens up the Collegal talook and Mysore.
3	Errode...	Burgoor Ghaut ...	Collegal and Mysore.	Do.
4	Walliar...	.....	Chittode near Bowany.	4. Trunk Road No. 5.
		SALEM.		
1	Trunk Road No. 5.			
2	Do. No. 1.		Admancottah	3. Connects Oossoor and Salem.
3	Oossoor	... .	Trichinopoly	4. Do. Capitals of the two districts.
4	Salem.....	Namcul		

Revenue Board's Office
Madras.
22nd October 1860

From

The Acting Secretary to the
Board of Revenue

To

The Acting Secretary to Government
Revenue Department

Sir,

I am directed by the Board of Revenue, with reference to G.O. dated 18th April 1860 R.D. No. 1031 to submit a revised list of the roads in each District; which are in their opinion, respectively "Imperial" and "Local". This list supersedes the lists appended to their separate Proceedings. When these lists were drawn up, the Board had not the means of comparing the requirements of the different Districts or of taking a comprehensive view of the wants of the Presidency. The revised

Com. Bd Letter to Govt
dt. 22 Oct 1860
No 1580.

Rev: 3308/60

11 Nov 1860
2232

List of roads which have been affirmed by this Board to be classed as Imperial with reference to G.O. dated 18 April 1860 No 1031.

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construct and 9 lacs to maintain
District lines and that the re-
=sources of the State would be
fully

GO. RD 5 April 1865 No 741

26a

My dear Ellis

The Penguum
project includes the
construction of a Steam
Ferry Goodeloor to the
Ferry Station of the same
name near the
boundary of the
two States, whence
a branch road will
lead off to the Re-
=venue Site - and
the intention was
to utilize a Steam

£5000 in this years
Budget as soon as
Mr Bent returns
from leave, in conn:
:nexion with that part:
:ion of the Survey:
:ors Project - and
it will be conveni:
:ent if that intent:
:ion be carried
out -

But the Chief is
not, in my opinion,
a portion of the pro:

feet proper - but
a work for which
this Govt has long
been pledged to
provide separately.
and whatever may:
:ney may be spent
this year from
Loan - funds in
the Chief, should
be repaid to
Provincial Funds
hereafter -

Query - Will the
Govt of India al:
:low this - Or will
it do to proceed
with the work, &

tell them after-
wards ?
I think Ballard
will have heard
of the state of af-
fairs as we rode
from Baxter, to
which I have been
writing about it.
"Take care of B."

Yours Sincerely
Wm Walker

Revenue Department

W. 2832.

Proceedings of the Madras Government

Under date the 11th ~~October~~ March 1868.

Read the following

Letter from the Acting Se-

cretary to the Board of

Revenue.

Submitting, with re-
ference to G. O. dated 18th
April 1868 R. D. No. 1031 on re-
vised list of roads in each
District which, in the Board's
opinion are respectively Im-
perial and Local.

(Here date 22d Octr 1868
No.)

I. The foregoing letter
in which the Board dis-
cuss the general princi-
ples on which, in their opi-
nion, the roads of the Pre-
sidency should be clas-
sified, will be recorded
with reference to the order
of Government of this date
No. 24

I would much
rather the Board
forwarded
any numbers.
would be glad
read it

W.O.L

14 Copies to the B. of Rev. Dec. 13

2. It is observed, that this letter and the revised list of roads were submitted after the roads of eleven Districts had been fully discussed by the Government and the Board, at a conference requested by a member of the Board.) It was therefore neither reasonable nor becoming of the Board to insert in their revised list, roads which had been deliberately excluded from the Imperial list at this conference.—

? Considered

This was a private matter which we did not think ought to be admitted as an order of Govt. A.P.A.

Better omit—? Para 2. is a mild intimation that the Govt. doubt that the conference was unpaid like

I see no necessity for any intimation of the kind & think the Board only did their duty & they thought we were going wrong. A.P.A.

Revenue 1868 Oct. 5.
Rec. 9. Govt. Secretary
No. 2832
Rec. of the Madras Government
Dated 7th October 1868.

Submitting list of Roads to be treated as Imperial

No. 187-198

Read