

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 360	Press ~~Mis.~~
<u>17-198</u>	
Dated 19 th February 1869	

Not to be folded or roughly handled

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No. 197. Read the following Proceedings of the Board of Revenue, dated 27th January 1869,
No. 547 :—

Read the following letter from the Collector of Bellary, to the Acting Secretary to the Board of Revenue, dated 7th November 1868, No. 276:—

WITH reference to your demi-official of the 17th ultimo, which gave cover to a list of the roads in this district, which alone it is intended to recognise hereafter as Imperial, I have the honor, in the hope that the Board of Revenue may deem it expedient to urge upon the Government the necessity of reconsidering their determination, to enclose a letter on the subject received from the Superintending Engineer. He has discussed the question so fully and lucidly that I have only to add, that every argument adduced by him has my entire concurrence. If the maintenance of the lines specified is suddenly thrown upon the Local Fund, which is still in its infancy, one of two things must happen : either existing roads must be neglected, or the efforts which are now being made to open out this extensive district, must be abandoned for years to come.

2. I would particularly ask the Board's attention to paragraphs 4 and 5 of the Superintending Engineer's letter. It cannot be considered fair to transfer the road from Gooty, via Aspri and Adony, to Madaveram from the Imperial list, before the Railway supersedes it. Two or three years must elapse ere this is the case, and meanwhile the ryots of the Bellary District will have to maintain a road used for the transit of Her Majesty's Mails, Troops, and Stores. The same remark applies to that portion at least of the road from Bangalore to Secunderabad, between Gooty and the Kurnool frontier.

3. The report called for on Trunk Road No. 13, between the Cuddapah frontier and Bellary, will be found embodied in Proceedings of Government, Public Works Department, No. 2,260, of the 26th July 1867. When I came over it last month, it was in such a state, owing to its never having been properly completed, and to the enormous traffic which passes over it, that it was only at rare intervals I could put my horse out of a walk over the 22 miles between Goontacul and Purmadayanahully. Between Rayachervoo and Tadpatry, all that can be said for it is, that it is not quite so bad as it was.

4. I trust that the Board will hold me excused for what may appear to be undue pertinacity. I do not ask that the Imperial revenues should be burdened with the cost of a local work, but I do most earnestly deprecate their being economised at the expense of the inhabitants of this district, who contribute to them as well as to the Local Funds. As the old Imperial lines are gradually superseded by the Railway, let them be handed over to us in good order, and we will maintain them; but it would be most unfair to expect us to do this, whilst they are still subject to the wear and tear of Imperial traffic.

From the Superintending Engineer, 3rd Division, to the Collector of Bellary, dated Camp at Kulgode, 29th October 1868, No. 2,714.

WITH reference to the demi-official letter from the Acting Secretary to the Board of Revenue, forwarding a list of the roads in this district, which alone the Government intend to recognise hereafter as "Imperial," I observe it is stated that the short line from Bellary to the Mysore frontier near Hirihall is to be transferred to the Local list.

This piece of road is now being put into good order from an estimate of Rupees 6,032, sanctioned in Government Order, No. 3,281, of the 23rd October 1867, in the Public Works Department. The length from the east gate of the Bellary fort to the Mysore frontier is 14 miles 4 furlongs 22 yards, for which there is an allowance of Rupees 3,000, or Rupees 200 per mile for 15 miles. In consequence of the Municipal limits extending up to about the one-and-a-half mile-stone, the distance may be said to be reduced to 13 miles. As far as the eighth mile-stone, near which the line to Raidrug turns off, the road may be said to benefit the Local traffic; but after that it

Proceedings of the Madras Government, Revenue Department.
12th February 1869.

cannot, I think, be in any way, considered Local, as it is then for the benefit of the Mysore territory, and the districts beyond: it is the approach into Bellary from Mangalore, Coorg, and the western parts of the Mysore territory; and I think it comes very hard on the ryots in this district, that they should be called upon to keep up a road which is more for the benefit of the Imperial revenue than for themselves. The traffic on it averages, I believe, about five or six hundred carts daily, and to keep it in good order would require that the present grant of Rupees 200 per mile should be continued; and I trust that Government may be persuaded to reconsider their decision. If, however, Government shall still decide to transfer it to Local Funds, I would propose that the grant be reduced, at least from the eighth mile-stone to the frontier—namely, 6½ miles,—as our Local Funds could not bear such heavy calls on it.

2. The next road on the transfer of which to Local Funds, I would beg to remark is the road from Hospett to Ramandrug, the transfer of which I can only look upon as an oversight. The greater portion is in the Soondoor Rajah's territory, and the road is solely for the benefit of the Sanitarium at Ramandrug. If Government still decide that it is not to be considered as Imperial, I would suggest that it be given up altogether: the distance is twelve miles, and the allowance is Rupees 2,400.

3. I now turn to the road from Coodatanny to Kumply which is a portion of the road from Kulladghee to Sholapore, and which Government authorised to be transferred to the Imperial list.

No. 2,344 of 12th August 1865, Public Works Department. If, in future, it is not to be considered as Imperial, I would suggest that Government be asked to allot money to put it into good order before it is transferred. The length is twenty miles, and the annual grant at present is Rupees 2,000.

4. I would next remark on the transfer, at this time, of the road from Gooty, via Jonnagherry, Aspery, and Adony, to Madaveram, from the Imperial to Local Funds. The Postmaster General is, I believe, at this very time, making arrangements to bring the Mails from Sholapore to Madras along this road, and if a Mail Cart road is not an Imperial line, I do not know what is. Until such time as the Railway is completed through this district, or at least as far as Adony, this line should, I contend, be looked upon as an Imperial line. The lengths and grants for the portions in this district are entered in the margin.

	Miles.	Rate.	Amount.
Gooty to Jonnagherry	7	100	Rs. 700
Aspery to Adony	12-1-197	150	1,820
Adony to Madaveram	27	150	4,050

5. As regards Nos. 12 and 13 in the list, published with Board's Proceedings, No. 5,444, of 27th July 1868, I would beg to observe that these are portions of the main line of road from Bangalore to Secunderabad, and even if the latter is not to be considered as Imperial, on the grounds that Troops would, in future, be taken down by Railway to Gooty, surely the portion north of Gooty must be considered as Imperial. I, however, contend that on the stratagical as well as other grounds, the whole line should be looked upon as Imperial. The lengths, etc., are entered in the margin.

	Length.	Rate per mile.	Amount.
Gooty to Kurnool frontier.	7	150	Rs. 1,050
Do., via Anantapore, etc., to Mysore frontier.	99-6-26	150	15,000

6. As regards a detailed report on Trunk Road No. 13 from the Cuddapah frontier near Tollapodatore, via Gooty, to Bellary, I beg to draw your attention to my letter, No. 992, of 8th July 1867, published with Government Order, No. 2,260,* dated 26th idem. The amount of estimate therein entered is only for the portions from Jolladrossy to the Cuddapah frontier, and a further sum of about Rupees 11,000 must be added for the thirteen miles between Bellary and Jolladrossy. You have yourself lately passed over this road, and will, I believe, bear me out in what I have stated. The line in parts requires

* To be returned.

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thorough making, and I believe that the amount stated by me is the very lowest, for which the road can be put in order. The small grants that Government have from time to time made, have been expended in putting the worst parts into passable order; but now my instructions are not to extend operations over a long distance, but to confine them to so much as can be thoroughly made with the amount allotted.

7. The only road which I would propose should be struck out of our Repair List Budget is Rupees 1,400 for road from Anantapoor to Dumpetla, as this is a portion of Trunk Road No. 12, which Government recognise as an Imperial road.

8. The Board have very justly remarked in paragraph 6 of their Proceedings, No. 7,260, of the 10th instant, that the Bellary District is very large and comparatively poor, that the Road Fund is 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 frequently recurring seasons of adversity, and I would add that if in its infancy, the Local Road Fund is to be swamped by having suddenly thrown on it a number of roads which have hitherto been considered as Imperial, all endeavors to improve the present open out new lines of communication will be nipped in the bud.

With the foregoing letter, the Collector submits copy of a letter from the Superintending Engineer, 3rd Division, regarding the list of roads to be hereafter classed as Imperial, and, fully concurring in the views of the latter Officer, requests the Board to urge upon the Government the necessity of reconsidering their decision.

2. The Board observe that the Government have since placed the line from the Kurnool frontier by Gooty and Anantapore to Mysore on the Imperial list. On the other hand, they have determined on making no further grants for the road from Bellary to Cuddapah, beyond the allotment of Rupees 17,900 in the current year's Public Works Budget. The addition made to the charge for maintenance, consequent on the decision of Government, will be Rupees 13,270 annually on the present scale.

Board's Proceedings, dated 26th Nov. 1868, No. 8,333.

3. The Board have already urged, as strongly as they could, the claims of the Bellary District, and do not feel themselves at liberty to reopen the subject. The Collector and Superintending Engineer must consider the best means of making the most of the Road Fund.

No. 198. ORDER THEREON, 12th February 1869, No. 360.

Miscellaneous.

Ordered to be recorded.

(True Extract.)

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

To the Board of Revenue.

Exd. G. A. Turton.

Revenue Office
77-360.

BOARD OF REVENUE, MADRAS.
 1869.

PROCEEDINGS, 27TH JANUARY 1869, No. 547.

Supd 4 Feb
Received 6c

Encl.

JANUARY.
 No. 547.

Imperial roads—in Bellary District,—Question as to roads to be considered as, declined to be re-opened.

77-360.
Received

12 Feb 1869

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1869 JANUARY

REVENUE.

THE BOARD OF REVENUE.

1869

G. O. 12th February 1869, No. 300.

FEBRUARY.

Nos. 197-199.

For civil works in Bellary District.—Board's decision as to the best means of meeting the cost of the Road Fund, recorded.