

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	425	Press
		~~Mis.~~
<u>334 - 335</u>		
Dated	18 th February 1869.	

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Revenue Department,
18th February 1869.*

No. 334. Read the following letter from the Acting Secretary to the Board of Revenue, to the Acting Secretary to Government, Revenue Department, dated Madras, 15th December 1868, No. 8,777 :—

1. With reference to Government Order, dated 2nd November 1868, No. 2,758, I am directed to state, that although the late Collector of Bellary anticipated a balance of Rupees 28,537 in favor of the District Road Fund at the commencement, and a surplus of Rupees 26,612 at the close of the current year, and although the Sub-Collector in charge in June last gave the Cash balance of the Fund on the 1st April last as Rupees 24,738, the present Collector states that the actual expenditure of 1867-68 exceeded the receipts by Rupees 23,406, and that the current year's expenditure is expected to exceed its income by Rupees 28,790, the aggregate of these sums being Rupees 52,196.

2. The Board have called on the Collector for full explanation of the circumstances under which this excess expenditure has been incurred, and have instructed him, in communication with the Superintending Engineer, to revise the Budget of the current year so as to admit of the immediate payment of the sum of Rupees 23,406 abovementioned, and to insure the income of the current year not being exceeded.

3. Until this explanation and the revised Budget are received, the Board cannot state what funds are available for the construction of the Railway feeders; but they are apprehensive that any considerable sum for their completion is not likely to be available this year: for not only is the sum to be refunded large, but the contributions of the people throughout the district cannot, in fairness, be exclusively applied for the benefit of the inhabitants of the portion through which the Railway passes.

4. The prospects of 1869-70 are also discouraging. It will be seen from the enclosed copy of a letter from the Superintending Engineer to the Collector, dated 29th October 1868, No. 2,714, that the maintenance of the roads recently transferred from the Imperial to the District list, exclusive of the old Trunk line from Cuddapah by Gooty to Bellary, not yet completed, and the road from the Kurnool to the Mysore frontier by Gooty and Anantapore since declared Imperial, will entail a net additional charge of nearly 13,000 Rupees per annum. The sum available for new works according to the estimates is only 34,000 Rupees for the whole district. Out of this, the Board have assigned Rupees 16,000 to the Railway-feeders. A further sum may be available during the year from the reserve, but this depends on the realization of the estimated income, and the possibility of keeping the expenditure of the current year within its income, as well as paying off the debt of 1867-68.

5. Under these circumstances, it is evident that the completion of the feeders alone is the utmost that can be hoped for during 1869-70. Funds for the Choultries, alluded to by the Consulting Engineer, will certainly not be available. But the Board would submit that such buildings are really not required at the places mentioned. On the South-West Line, the rail runs at some distance from the towns,

*Proceedings of the Madras Government, Revenue Department,
18th February 1869.*

and Choultries have thus been necessitated; but on the North-West Line the Railway Authorities have avoided this error, and taken the line close to the towns.

	Miles.
Cuddapah...	2
Yerragoontlah...	1
Tadpatri...	1 1/2
Goondacul...	1 1/2
Adony...	1 1/2

In the margin is given the distance of each station from the adjacent town or village. The maximum distance is in the case of Cuddapah, but here it is only two miles, and the trains all arrive during day-light. At this place, a private individual purposes building a Choultry. At the other stations the distance varies from a quarter to one-and-a-half mile, and there is nothing whatever to prevent the few passengers halting at them from proceeding at once to the villages, and there procuring food and accommodation. The Railway Company are, the Board submit, bound to provide shelter from sun and rain on their platforms to passengers of all classes, when leaving and waiting for trains, and more than this is not required at these places. With the Road Fund already burdened to its fullest capability by its own legitimate obligations, it would not be right to incur expenditure of this nature. The buildings proposed seem also of a far more expensive character than is necessary. Judging from the estimates given in the Superintending Engineer's letter, dated 10th October 1868, recorded in Government Order, dated 17th idem, Public Works Department, No. 3,288, the average cost of each will be about Rupees 16,000, which appears a very large sum for such structures. The Board have not seen the plans, and can, therefore, judge only by the cost.

5. So far as the Road Fund is concerned, the Board recommend that the construction of these buildings be abandoned.

No. 335. ORDER THEREON, 18th February 1869, No. 425.

Miscellaneous.

1. Resolved that this letter be communicated to the Public Works Department, with reference to the Order in that Department, dated 7th October 1868, No. 3,163.

2. In the present state of the Bellary District Road Fund, the sum assigned for the completion of Railway Feeders (viz., Rupees 16,000), is as large an amount as can be spared for the purpose.

3. The Government concur with the Board in their opinion that Choultries are not required at the five places specified in the margin. The trifling distances between the Railway Stations and these towns render such buildings unnecessary.

Cuddapah.
Yerragoontlah.
Tadpatri.
Goondacul.
Adony.

(True Extract.)

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

To the Board of Revenue.
,, the Public Works Department.

Exd. G. A. Turton.

Supr. Engineer's Office S. E.
Camp Bulgoke 29th October 1868.

No 2714

To
The Collector of
Bellary.

Sir
With reference to the Demi Official letter from the Acting Secretary of 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 Sirihall is to be transferred to the Local list.

This piece of road is now being put into good order from an estimate of Rupees 6032 sanctioned in G. O. No. 3281 of the 23rd October 1867 in the P. W. Department: the length from the East Gate of the Bellary Fort to the Mysore frontier is $12\frac{1}{2}$ - $4\frac{1}{2}$ - 22 for which there is an allowance of Rupees 3000 or Rupees 200 per mile for 15 miles. In consequence of the Municipal limits extending up to about the $1\frac{1}{2}$ mile stone the distance may be said to be reduced to 13 miles. As far as the 8th mile stone near which the line to Raichur turns off the road may be said to benefit the Local traffic, but after that it 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

Dist. of 1869 Mysore.

REVENUE.

THE BOARD OF REVENUE.

cc, cc, cc.

Dated February, 1868.

Recd.

Encl.

G. O., 18th February 1868, No. 425.

FEBRUARY.

Nos. 334-335.

Railway Feeders and Outlines in Military District.—Board's Proceedings on the funds assigned from the District Road Fund for the completion of the former, communicated to Public Works Department.

To Board of Revenue
by Secretary 29/10/68

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 8th mile stone to the frontier. Viz 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 like to remark is the road from Pootett to Ramandrug, the transfer of which I can only look upon as an oversight. The greater portion is in the Coondom Peta. & Jaha'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 12 miles and the allowance is Rupees 2400.

3. Now turn to the road from Coondamur to Kurnool which is a portion of the road from Kulladghee to Sholapore and which Government authorized to be transferred to the Imperial. List. 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 20 miles and the annual grant at present is Rupees 2000.

4. I would next remark on the transfer at this time, of the road from Gooty via Somnaglumy & Sengy and Adoni to Madanurani from the Imperial to Local funds. The Post Master General is, I believe at this any time making arrangements to bring the mails from Sholapore to Madras along this road and if a

No. 2354 of 12th August 1855. in P.M. Office

a Mail Post 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 along this line should I contend be looked upon as an Imperial line. The lengths

	Miles.	Rate.	Amount.	
Gooty to Somnaglumy	7	100	700	5.
Sengy to Adoni	12.1.197	150	1820	
Adoni to Madanurani	27	150	4050	

and grants for the portions in this District are entered in the margin. As regards Nos 12 and 13 in the list published with Board's Proceedings No 5444 of 27th July 1858, 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 portions north of Gooty must be considered as Imperial. I however contend that on the whole as well as other grounds the whole line should be looked upon as Imperial.

	Length	Rate per mile.	Amount.	
Gooty to Kurnool frontier	7	150	1050	6.
via Anantapur to Mysore frontier	99.6.20	150	15000	

The lengths are entered in the margin. As regards a detailed report on Trunk Road No 13 from the Coondamur frontier near Tallapodalore via Gooty to Bellary, I beg to draw your attention to my letter No 992 of 3rd July 1857 published with G.O. No 2200 dated 20th Idem. The amount of estimate thereon entered is only for the portions from Soladrasay to the Coondamur frontier and a further sum of about Rupees 11000 must be added for the thirteen miles between Bellary and Soladrasay. 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 thorough making and I believe that the amount stated by me is

* to be returned.

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 feasible 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 Est. Budget is the Rs. 1200 for road from Anantapur to Dimpetta as this is a portion of Trunk road No. XII which Government recognize as an Imperial road.

8- The Board have very justly remarked in para 6 of their Proceedings No. 7200 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 of 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 endeavours to improve the present open out new lines of communication will be nipped in the bud.

I have &c

(Signed) A. S. Moberly Major R.

Super Engineer 3rd Div.

(True Copy)

(Signed) A. E. Sullivan

Collector

(True Copy)

Alwarpet

Ag. Secretary

By Off.

Car in 30th Dec to York: 22 8
But 15 Dec 1808 & 1809.

Dec: 3950/68.

Nov. 18th 1809 169 & 1804.

Copied from 1805
Eng. 30th Dec 1809
Bellamy 2000 29 1804
1808. 1809 27/14.

Pro. 26 July 1867 42-50
 Pro 28 October 1867 47-50
 27 ——— 47-5
 2 November 25-26
 11 ——— 175-176

Revenue Office
 N. 3950.

BOARD OF REVENUE, MADRAS.
 1868.

LETTER, 15TH DECEMBER, 1868, No. 8,777.

Delivered to
 Received, 1868

Encl. 1

DECEMBER.

No. 8,777.

1868-1869-1870

Choultries on North-west Line of Madras Rail-
 way—Recommendation to Government that pro-
 posed construction of, from Road Fund be
 abandoned.

27 July 1868 in July 1868

331

Revenue Office

Memo. on
 N. 3950-

In the present
 state of the Bellary Dis-
 trict Road Fund the
 sum assigned for the
 completion of Railway
 Bridges (viz. 16000 Rs.)
 appears to be as large
 as can be spared for the
 purposes.

2. It is to be regretted
 that funds are not at
 present available for
 proceeding with the
 building of the Choultries
 at the five stations on
 the N. W. Line at which
 it has been determined
 to erect them.

3. The Board again
 raise the general question
 as to the fairness of
 charging

11/1/1869
 Circular
 from Mr. [unclear]
 to Mr. [unclear]
 re Railway.

Cr
 1st [unclear]

10/1/1869

Revenue Department

N^o 425

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 18th February 1869. —

Read the following letter from the
 Acting Secretary to the Board
 of Revenue.

Chaultries and North west line
 of Madras Railway — Recommendation
 to Government that proposed
 construction of, from Road fund be
 abandoned.

(Here enter 15th Dec^r/68 N^o 8777.)

Resolved that this letter
 be communicated to the Public
 Works Department, with re-
 ference to the order in that
 Department dated 7th October
 1868, N^o 3163.

2. In the present state
 of the Bellary District Road
 Fund, the sum assigned for
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 Trackers (viz Rs 16,000) is as
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3. The Government concur
 with the Board in their
 opinion that Chaultries are

not

W. A.

not required at the five
places specified in the
margin. The trifling dis-
tances between the Railway
stations and these towers
given by the Board render
such buildings unnecessary.

AB

Budderpah
Ageragouathah
Tadpatri -
Goondacul -
Adany. —

14 Copies To Mr. W. P. C. Res. 19
21 in Mr. Jettell's

45
4

S. H. Ball

July
Chester & N.
line of Madison
Railway.

See

Leipziger