M.R.O. 1—89,000—16-10-29.

# MADRAS RECORD OFFICE.

## Government of Madras.

Revenue - DEPARTMENT.

G.O. No. 1362 Press ~~Mis.~~

369-71

Dated 15th May 1869.

**Not to be folded or roughly handled**

## *Proceedings of the Madras Government, Revenue Department, 15th May 1869.*

No. 369. Read the following Proceedings of the Board of Revenue, dated 20th January 1869, No. 330.

Read the following letters:—

From the Acting Collector of Trichinopoly, to the Acting Secretary to the Board of Revenue, dated 13th October 1868, No. 198½.

ADVERTING to the Board's Memorandum, No. 863, dated the 5th August 1868, I have the honor to request a re-consideration of the orders passed as per margin transferring the road between Trichinopoly and Caroor, hitherto maintained from Imperial, to Local Funds.

Government Order, 29th April 1868, No. 1,315.
Board's Procs., 28th May ,, ,, 3,958.

2. That the Trichinopoly District possessed comparatively a very limited number of district communications has already been recognised,* and the labors of the past four years have only resulted in the recent undertaking of some of the principal lines. Others have been recommended for approval and sanction.

* Paragraph 23rd, Proceedings of Government, 5th April 1864.

3. The annexed abstract exhibits the progress made, and the amount of work remaining to be done in order to provide the district with good means of communication:—

| No. | Name. | Length in inches. | Approximate estimate. | Expended up to 31st March 1868. | Balance. | Remarks. |
|---|---|---|---|---|---|---|
| | | | Rs. | Rs. | Rs. | |
| 1 | Road from Trichinopoly to Allitoray ... | 3⅜ | 7,800 | 7,800 | ... | Completed |
| 2 | Bridge over Wyacondam at Allitorary ... | ... | 6,500 | 6,477 | ... | Do. |
| 3 | Do. do. Lalgudi to Shengeriore ... | 8 | 13,200 | 13,200 | ... | Do. |
| 4 | Do. do. Musery to Cannanore and Torriore ... ... ... ... | 17½ | 48,680 | 10,113 | 38,567 | |
| 5 | Do. do. Perambalore to Arealore ... | 16 | 29,800 | 1,905 | 27,895 | |
| 6 | Do. do. do. to Kristnapuram | 14½ | 33,200 | 4,967 | 28,233 | |
| 7 | Do. do. Kulatali to Manaparai ... | 26 | 48,180 | 14,717 | 33,463 | |
| 8 | Do. do. Covilpatti to do. ... | 8½ | 6,400 | 1,482 | 4,918 | |
| 9 | Do. do along the Coleroon north bank from the lower anicut to Armoody limits, and as far as Shengeriore. | 44 | 50,100 | 7,600 | 42,500 | |
| 10 | Do. Tottiem to the ferry opposite to Lallpet ... ... ... ... | ¾ | 2,540 | 1,405 | 1,135 | |
| 11 | Do. Mandanacoorchi to Jayaconda and Rajaindrapatam and to Pootoor... | 30¾ | 8,650 | 2,438 | 6,212 | |
| 12 | Do. from Venaur bridge to Teraveramboor ... ... ... ... | 2¾ | 24,528 | ... | 24,528 | |
| 13 | Do. from Cantopotore to Valiapett ... | 7¼ | 18,000 | ... | 18,000 | |
| 14 | Do. do. Arealore to Terumanoor ... | 15 | 30,000 | ... | 30,000 | |
| 15 | Do. do. to Oodiarpoliem. | 17 | 34,000 | ... | 34,000 | |
| 16 | Do. do. to Rajaindrapatam. | 28 | 56,000 | ... | 56,000 | |
| 17 | Do. Perambaloor to Torriore... ... | 19 | 38,000 | ... | 38,000 | |
| 18 | Do. Cannanore to Thatamyengar pattai ... ... ... ... | 9 | 18,000 | ... | 18,000 | |
| | Total ... | .... | 4,46,078 | 44,627 | 4,01,451 | |

4. The Board will perceive from the above that we require Rupees 4,02,000 to complete the works. As the Superintending Engineer proposes that these works should be undertaken by his Department, in order that they may be speedily and efficiently carried out, we must add ten per cent. on account of Public Works Superintendence, and one per cent. on account of tools, making in all Rupees 4,46,220.

5. The assets under the District Road Fund is about 65,000 Rupees per annum; deducting from this the amount of the marginal items the surplus, namely, Rupees 40,188, is all that can be spared for carrying out new works, and this surplus will rapidly diminish as further demands are made for the maintenance of new lines as they are completed.

| | Rs. |
|---|---|
| Annual amount required for the salary of the General Establishment for the four Ranges in the district ... | 4,800 |
| Do. maintenance of Local Fund Roads already constructed and of constructed portions of road in progress ... ... ... ... | 4,337 |
| Do. do. of Imperial Roads proposed to be transferred to Local Funds.—*Vide* Collector's Statement embodied in Board's Proceedings, No. 6,152, 27th August 1868 ... ... ... ... | 5,675 |
| Construction and repairs of minor roads and Petty works and other Contingencies ... ... ... ... | 10,000 |
| Total ... | 24,812 |

6. If 8,400 Rupees is annually spared for the maintenance of the Trichinopoly and Caroor road, out of the available sum, the important lines now being undertaken will be starved, and eventually will have to be completed from Imperial Funds. I am therefore decidedly of opinion, that the Local Funds should be, as much as possible, relieved of the maintenance of the roads hitherto maintained from Imperial Funds, until the requirements of the district in respect to district communications are fully satisfied.

7. I have consulted Captain Oakes, who quite agrees with me, that the retention of the Caroor road under Local Funds will retard new works, and my predecessor too was of the same opinion.

8. Under these circumstances, I beg strongly to protest against the entry of the Caroor road in question under "Local Funds," and to recommend that the same be re-transferred to "Imperial Funds." There will be for many years to come most useful occupation for every Rupee the Local Funds will yield.

9. Under the impression that an Imperial maintenance could hardly be expected for two roads between the same two places, namely, from Trichinopoly to the Salem frontiers *via* Museri and Tottiem, and from Trichinopoly *via* Torriore, I included the latter road under "Local Funds" in my list embodied in the "Board's Proceedings, No. 6,152, dated 27th August 1868." But in consideration of the Caroor road being regarded as an Imperial road, I have no objection to that from Trichinopoly to Salem *via* Torriore being regarded as Local.

---

From the Collector of Trichinopoly, to the Acting Secretary to the Board of Revenue, dated 4th November 1868, No. 214.

As requested by the Superintending Engineer of the 6th Division, I have the honor to transmit to the Board, the accompanying copy of his communication to my address regarding the transfer of works from Local to Imperial.



2. I can only reiterate what has been said by my predecessors regarding the many objections which exist to transferring roads hitherto allowed to be Imperial to our Local Funds which can barely meet the legitimate demands upon them. The Board doubtless remember that when the Road Fund was first inaugurated and sanctioned some 15 years ago for the South Arcot District, it was understood that the proceeds should be applied to the maintenance of *cross roads* within the district.

3. Captain Oakes's Road scheme, mentioned in the concluding paragraph of the Postscript of his letter above referred to, is that from which my predecessor, Mr. Longley, prepared the plan reviewed in the Board's Proceedings, No. 6,992, dated 3rd October 1868. I will address the Board separately regarding the revised Local Budget of 1868-69, adverted to in the same paragraph.

---

Enclosure No. 1.

From the Superintending Engineer, 6th Division, to the Collector of Trichinopoly, dated Tanjore, 31st October 1868, No. 794.

With reference to the demi-official from the Secretary to the Board, dated 26th instant, informing you of the roads which are hereafter to be regarded as Imperial, I have the honor to lay before you the result of such an arrangement,

1 Statement.
3 Abstract Estimates.

No. 1,694.

unless Government are prepared to provide from Rupees 30 to 40,000 annually for new roads so as to admit of the scheme of roads drawn up, and submitted on the 29th February, being completed in ten or twelve years.

2. Taking Rupees 68,000 as the probable sum available annually for Local Funds, and there is but little prospect of much increase in the amount, you will

No. 183, 3rd September.

observe that after deducting the amount for Superintendence, Tools, 10 per cent. for Reserve, and allotting only Rupees 2,000 for Miscellaneous Public Improvements, only Rupees 48,311 are left for the roads; of this amount Rupees 16,717 are required for Maintenance, leaving Rupees 31,594 for new works; for the maintenance of Roads No. 1, 3, 4, and 6, which it is now proposed to provide from Local Funds, Rupees 22,115 will be required; thus the amount for new works will be reduced to Rupees 9,479. From the scheme forwarded in February, you will observe that when the lines then proposed are completed, Rupees 29,062 will be required for the maintenance for what were then proposed* to be regarded

Budget of 1869-70.
Letter No. 697, 30th September.

| No. | Rs. |
|---|---|
| 1 ... ... ... ... | 2,275 |
| 3 ... ... ... ... | 8,400 |
| 4 ... ... ... ... | 4,300 |
| 6 ... ... ... ... | 7,140 |
| | 22,115 |
| | 31,594 |
| | 9,479 |

| Rs. |
|---|
| * 29,062 |
| 22,115 |
| 51,177 |

as local lines; if to this be added the sum required for the roads now proposed to be transferred to Local, the Local Funds will not be sufficient to maintain the roads, and nothing will be left for new works.

3. From the enclosed statement you will observe that on the roads now actually in progress there will be a balance of Rupees 1,10,825 at the end of the year, and to meet this we have Rupees 9,479, while the total sum required to complete the original scheme will be Rupees 3,04,353; and to this must be added Rupees 78,510 for metalling Roads Nos. 3 and 4 and a portion of Road No. 6, estimates for which are enclosed—(they were forwarded to Government lately with a report on the Imperial Roads); thus while the liabilities of the Fund are raised to Rupees 3,82,863 the annual sum available to carry out these works will be Rupees 9,479, and this will gradually diminish. In paragraph 2 of the List which accompanied the demi-official adverted to above, it is stated that where a Local Road crosses any Government Canal of Irrigation or Navigation yielding Revenue to the State, the Government will contribute a moiety of the expense of bridging such Canal from Imperial Funds; this, as far as the Local Roads which are to be constructed are concerned, will afford but little aid, as the new lines are all beyond the irrigated margin, and in most of the roads it is not proposed to bridge the streams crossed, as they are for the most part by broad shallow drainage streams. The extract I have quoted above is somewhat vague; but if only channels yielding revenue are to be bridged with aid from Imperial Funds for all the roads now in progress, I do not think Rupees 5,000 would have to be contributed from Imperial Funds. If for bridges costing upwards of Rupees 2,500 a moiety is to be provided from Imperial Funds, as proposed in Proceedings Revenue Board, about Rupees 25,000 would have to be contributed from Imperial Funds; but if a moiety of the cost of all masonry works is to be provided for from Imperial Funds, the contribution for works actually in progress would only be about Rupees 52,000, and this, supposing the proposition now made to have retrospective effect, so as to include the masonry works completed or in progress on Roads Nos. 7, 9, 10, and 15. Under these circumstances there would appear to be every prospect of the opening up of the district by roads being indefinitely postponed. Of the roads entered in the List as those to be regarded as Imperial, Trunk Road No. IX. has never been included in our list, because that road is under the charge of the Superintending Engineer of the 5th Division up to the lower anicut, though 12½ miles of the road actually lie within the limit of this Division.

No. 7,075, 6th October.

4. On the roads which the Local Officers proposed should be regarded as Imperial, but which the Board have proposed should be transferred to Local, I would observe that, all with the exception of that to Dindigul should really be regarded as Imperial lines, for they are all main arteries of the country connecting districts north and south and east and west of Trichinopoly, with each other.

5. Roads Nos. 3 and 1, I gather from previous correspondence, have been classed as Local, because they run near the Railway; this is a most extraordinary error; a line running parallel to a Railway through a rich country is a most important feeder both directly and indirectly, and should not be regarded as a rival: even should such a road take a small quantity of traffic from a Rail, it will be found that it takes much less than it brings to the Railway; but even should it not do so, the principle which the Board would appear to wish to lay down, is not that the Railway was made for the benefit of the people and of the country, but the country for the benefit of the Railway; this the Railway Department also appear to think.

Caroor, Tanjore.

6. Road No. 6 is clearly an Imperial line, for it will afford direct communication between South Arcot and Madura through Trichinopoly, instead of through Tanjore, and the traffic along the line will be very considerable indeed. The road will itself tap a new country which has hitherto had no road through it.

P. S.—Since writing the above, I have received copy of a letter, No. 7,580, dated 22nd October 1868, from the Acting Secretary of the Revenue Board, to the Acting Secretary to Government in the Revenue Department; from this it would appear that Roads Nos. 1 and 4 are to be regarded as Imperial lines. The allotment for the maintenance of these two roads is Rupees 6,575; this added to the Rupees 9,479 shown in paragraph 2, to be available for new works, will raise the amount to Rupees 16,054; this will go but a short way towards meeting the requirements of the district. In paragraph 12

1. From Trichinopoly to Tanjore.
4. Do. do. Dindigul.

Tanjore and Tinnevelly.

I observe it is said that two Collectors only have submitted complete road schemes; the schemes forwarded by me on 29th February 1863, would not appear to have been submitted to the Board. With regard to paragraph 15, in which it is stated that Collectors and Superintending Engineers, it is believed, concur in the classification proposed by the Board, I would beg to enter my protest against such a statement, and to observe that my opinion on the subject has never been asked; had it been asked, I would have pointed out that in the selection of the Imperial lines in Trichinopoly the general principle upon which the Board are said to have been guided in their selection, has not been acted up to; owing apparently to a want of knowledge of the resources of the Local Fund, and of the requirements of the district, the latter were exhibited in my road scheme.

As I have taken considerable trouble in working out the Road scheme, etc., making out the revised Local Budget of 1868-69, on which that of 1869-70 has been based, and as neither of the above documents appear to have been forwarded to the Board, and revised Local Fund Budget of 1868-69 has been submitted to Government, which is not applicable to the immediate requirements of the district, I beg that this letter may be forwaded to the Board with any scheme of classification what you may approve.

(Signed) R. F. OAKES, Captain, R. E.,
*Superintending Engineer, 6th Division.*

---

In the first of the foregoing letters, the Acting Collector requests, for reasons assigned, a re-consideration of the orders passed, transferring the maintenance of the road between Trichinopoly and Caroor, hitherto maintained from Imperial to the District Road Fund.

2. With the second letter, the Collector submits copy of a letter from the Superintending Engineer regarding the transfer of roads to be hereafter classed as Imperial, and states that he can only reiterate what has been said by his predecessor regarding the many objections which exist to transferring roads, hitherto allowed to be Imperial, to the District Road Fund.

3. The Collector will perceive on reference to the list of roads appended to the Board's letter to Government, dated 22nd October 1868, No. 7,580, that the Board finally recommended that six* lines should be declared Imperial, and that two † others should be completed at the expense of the State, and then transferred to the district list. The Government, however, determined that the first four only should be regarded as Imperial. This decision is to be considered final, and the Board are not at liberty to re-open the subject.

* 1. Trunk Road No. VIII. from Vellaur river to Trichinopoly.
* 2. Road from Trichinopoly to Salem by Musery.
* 3. Do. do. to Madura.
* 4. Do. Vellaur to Lower Anicut.
* 5. Do. Trichinopoly to Dindigul.
* 6. Do. to Tanjore by Towagudy.
† 7. Do. do. to Salem by Torriore.
† 8. Do. do. to Trunk Road No. IX. by Oodiary, polliem.

4. But under paragraph 12 of the Order of Government, dated 11th November 1868, No. 2,831, the allotments in the Imperial Budget of 1868-69 are available for expenditure on the transferred roads, and these apparently amount to Rupees 14,800, and possibly further sums have been assigned during the year. The Collector is requested to ascertain from the Superintending Engineer, what sums have been expended from Imperial Funds on these roads, and what sums remain available for expenditure under the paragraph.

No. 370.

Proceedings of the Board of Revenue, dated 17th March 1869, No. 1,844.

Read the following letter from the Collector of Trichinopoly, to the Acting Secretary to the Board of Revenue, dated Kulitallay, 1st March 1869, No. 36.

ADVERTING to the concluding paragraph of the Board's Proceedings, No. 330, dated 20th January 1869, I have the honor to state, that the sum of Rupees 14,800, therein referred to, was allotted for the following roads :—

| | | | RS. |
|---|---|---|---|
| 1. | Road from Trichinoply to Salem, viâ Torrior... | ... | 5,000 |
| 2. | Do. from do. to Oodiarpolliem ... | ... | 3,000 |
| 3. | Do. from do. to Dindigul ... | ... | 6,800 |
| | Total ... | | 14,800 |

2. The Superintending Engineer has informed me, that the above sum will be expended in 1868-69, and that no further sums have been assigned during the year.

3. I take this opportunity of soliciting the special attention of the Board to the fact that our annual assets under "District Road Fund" amount to Rupees 68,000; that the maintenance of the local roads, inclusive of those recently transferred from Imperial Funds, and other items, such as the Reserve, Tools and Plant, Petty Establishment, and Superintendence charges, come up to Rupees 58,000; and that the balance, namely, Rupees 10,000, is all that will be available for new works.

*Proceedings of the Madras Government, Revenue Department,*
*15th May* 1869.

4. The annexed abstract shows the local roads in progress, the amount of work that will be executed up to 31st March 1869, and the balance remaining to be provided for.

| Description of roads. | Amount of estimate. | Probable expenditure up to 31st Mar. 1869. | Balance. | Remarks. |
|---|---|---|---|---|
| | RS. | RS. | RS. | |
| Railway feeder from Musery to Torriore, viâ Cannanore ... ... ... ... ... | 48,680 | 21,113 | 27,567 | |
| Do. do. from Kulitally to Manaparay ... ... ... ... ... ... | 24,170 | | | |
| Supplemental... | 24,000 | | | |
| | 48,170 | 23,380 | 24,790 | |
| Road from Perambalur to Arrealaur ... | 31,030 | 13,905 | 17,125 | |
| Do. from do. to Kistnapuram. | 33,200 | 16,967 | 16,233 | |
| Do. along the Coleroon north bank ... | 40,000 | 10,100 | 29,900 | |
| Do. from Trichinopoly to Salem, viâ Torriore... ... ... ... ... ... | 61,470 | 54,900 | 5,670 | This was Imperial, and recently transferred to Local Funds. |
| Total ... | 2,62,550 | 1,40,365 | 1,22,185 | |

5. Out of the roads transferred from the Imperial to Local Funds, the following require special repairs, as per accompanying three estimates :—

| | | | RS. |
|---|---|---|---|
| 1. | Road from Trichinopoly to Caroor ... | ... ... ... | 41,450 |
| 2. | Do. from do. to Dindigul | ... ... ... | 33,440 |
| 3. | Do. from do. to Trunk Road No. IX.... | | 3,620 |
| | Total ... | | 78,510 |

6. To complete the number of Railway feeders which this district stands in needof, for its development and progress, the construction of the undermentioned roads* commends itself to me as a very important and emergent undertaking :—

* G O., 8th Oct. 1863, No. 2,879, P. W. D.
G. O., 26th March 1867, No. 717, R. D.

| | | RS. |
|---|---|---|
| 1. | Railway feeder from Tiruvarambur to Vennaur head .. | 24,528. |
| 2. | Do. from Cauttoopoottoor to Valiapatty ... | 17,600. |
| | Total ... | 42,128. |

7. The Board will thus perceive that provision will have to be made for the sums specified in the preceding three paragraphs, amounting in the aggregate to Rupees 2,42,823;† and it is unnecessary for me to speak regarding the total inability of our annual surplus of Rupees 10,000, to meet anything approaching these requirements.

| | RS. |
|---|---|
| † Local roads now in progress ... ... | 1,22,185 |
| Special repairs to hitherto Imperial roads ... ... ... ... | 78,510 |
| Railway feeders ... ... ... ... | 42,128 |
| Total ... | 2,42,823 |

8. If the completion of the roads in progress be postponed indefinitely, as must necessarily be the case under the heavy burden thrown upon the District Road Funds by the recent transfer of the several roads hitherto maintained from the Imperial Funds, the amount that has hitherto been expended upon the partly completed portions will be as good as lost to the State.

9. I beg to enclose a letter addressed to me by the Superintending Engineer on this subject, and, as therein suggested, I would beg to urge the necessity of the Government being moved to provide funds from the Imperial Revenue, at least, for first, completing the marginal important local lines and Railway feeders; second, executing the special repairs for the roads mentioned in paragraph 5 above, and which, as the Government will doubtless perceive, should justly be made over to Local Funds *in good order*; and third, for constructing the most essentially required Railway feeders, adverted to in paragraph 6, upon the formation of which the advancement of the commercial interests of the district, and the general prosperity of the public so much depends.

Railway feeder from Kulitallay to Manaparay.
Do. do. Musery to Torriore.
Road do. Trichinopoly to Salem, viâ Torriore, which has hitherto been provided for from Imperial Funds.

10. My proposals, therefore, for a provision from the Imperial Funds stand as below:—

| | | RS. |
|---|---|---|
| 1. | Completing the Railway feeder from Kulitallay to Manaparay | 24,790 |
| 2. | Do. do. do. from Musery to Torriore, viâ Cannanore ... ... ... ... ... ... ... | 27,567 |
| 3. | Do the road from Trichinopoly to Salem viâ Torriore | 6,570 |
| 4. | Special repairs to the road from Trichinopoly to Caroor ... | 41,450 |
| 5. | Do. do. do to Dindigul ... | 33,440 |
| 6. | Do. do. do to Trunk Road No. IX ... ... ... ... ... ... ... ... | 3,620 |
| 7. | Constructing the Railway feeder from Teruvarambur to Vennaur head ... ... ... ... ... ... ... ... | 24,528 |
| 8. | Do. do. do. from Cauttoopoottoor to Valiapatty ... ... ... ... ... ... ... | 17,600 |
| | Total ... | 1,79,565 |

11. If the Government will undertake to provide for the above works from the Imperial Funds, the sum of Rupees 15,848, entered in Part I. of the Revised District Road Fund Budget, submitted to the Board on the 9th January 1869, might be laid out on the roads from Perambalur to Kistnapuram and to Arrealur respectively.

12. If the Government will not sanction this provision, I request early intimation of this may be given me for communication to the Superintending Engineer, as nothing then remains for us, but to abandon these works, and to close on the 31st instant all further outlay upon these incomplete lines of communication, which have already cost Government so much time and money.

*Proceedings of the Madras Government, Revenue Department, 15th May 1869.*

ENCLOSURE No. 1.

From the Superintending Engineer, 6th Division, to the Collector of Trichinopoly, dated Camp at Madanattoor, 22nd February 1869, No. 1,245.

With reference to your Docket, No. 19, dated 4th instant, I have the honor to inform you that the sum of Rupees 14,800, adverted to in paragraph of the Board's Proceedings, No. 330, *dated th November, were allotted for the roads noted in the margin, and that they will be expended in 1868-69; no further sums have been assigned during the year.

| | | | RS. |
|---|---|---|---|
| No. 8. | From Trichinopoly to Salem, via Torriore | | 5,000 |
| ,, 6. | From do. | to Oodiarpolliem ... | 3,000 |
| ,, 4. | From do. | to Dindigul..... | 6,800 |

* Returned.

2. I observe that in the Imperial Budget of 1869-70 sums have been provided as per margin, but ("District Fund") is entered opposite to each road, the Government, probably not being aware that Local Funds were not available for these works under the recent burdens thrown upon the Local Funds, owing to the transfer of a large number of Roads from the head of Imperial to that of Local.

| | | | RS. |
|---|---|---|---|
| No. 9. | From Perambalur to Arrealore ..... | | 9,000 |
| ,, 10. | From do. | to Kistnapuram..... | 8,000 |
| ,, 7. | From Musery to Cannanore and Torriore. | | 8,000 |
| ,, 15. | From Kulitallay to Manaparay ..... | | 7,000 |
| ,, 25. | From Arrealore to Tirumanur as far as Keelapalore to join Road No. 6..... | | 4,000 |

3. As the maintenance of all the roads but three* has been thrown upon the Local Funds, Government should, I think, be informed of the result of the arrangement sanctioned by them, namely, that only about Rupees 10,000 will be available annually for new roads, and this at a time when the balances of estimates for roads in progress amount to Rupees 1,10,825† and when so large an outlay as Rupees 78,510 is required to place three‡ of the Imperial Roads lately transferred to Local in good order.

* Trunk Road No. VIII.
No. 2 From Trichinopoly to Salem.
,, 4. From -do. to Madura.
Trunk Road No. IX, proved for in the 5th Division.

† Letter No. 794 of 31st October 1868.
‡ Nos. 3, 4, and 6.

4. If funds are not provided in 1869-70 for the roads now in progress from Trichinopoly to the Salem frontier, *via* Torriore, from Musery to Torriore, *via* Cannanore, from Venganoor to Arrealore, *via* Perambalore, the amounts already expended on those roads will be in a great measure thrown away, and the opening up of the country, which those lines traverse, will be postponed indefinitely. A great part of the two latter roads particularly passes through black cotton soil, and even if the formation of the roads is resumed some years hence, but little benefit will be derived from the expenditure already made; for the roads, if used in their present unfinshed state, will get cut up and the black cotton soil will become mixed with the surface material and the latter will be lost, and when work is resumed the surface material will have to be entirely renewed.

5. Under the recent settlement, the land tax has been so much reduced that it is almost hopeless to expect to find irrigation projects which will be remunerative, and the cultivation of dry crops in many parts of the district would appear to be more remunerative than that of wet crops, of the former three or more crops are often grown on the same ground, and however bad the season may be some return is obtained, as one or more of the crops is sure to reach maturity, while if a rice crop fails all is lost, to say nothing of the sum lost in ploughing and otherwise preparing the ground.

6. If Trichinopoly is ever to recover, and its revenue to become elastic, this must be affected by opening the district up by means of roads, so as to admit of the possibility of the dry grains reaching a market. Under these circumstances, and taking into consideration the fact that the demand upon Imperial Funds in 1869-70 is only Rupees 77,567, and under present arrangemetns is not likely to exceed that amount, I think that Government would, if the matter were properly laid before them, recognise the necessity of providing from Imperial Funds, at least for the following roads.

| *Trichinopoly.* | RS. |
|---|---|
| New Works Roads..... | 15,000 |
| Maintenance ..... | 35,130 |
| *Tanjore.* | |
| Maintenance ..... | 27,437 |
| Total..... | 77,567 |

1*st*.—For putting in order Roads 3, 4, and 6, which have recently been transferred from Imperial to Local, Government will surely recognise the justice of handing over the Imperial roads in good order, and also of completing No. 8* from Trichinopoly to Salem, viâ Torriore, which has hitherto been provided for from Imperial Funds.

| | | | |
|---|---|---|---|
| 3. | From Trichinopoly | to Caroor ... ... ... .. | 41,450 |
| 4. | From do. | to Dindigul ... ... ... | 33,440 |
| 6. | From do. | to Trunk Road No. IX.... | 8,620 |

Estimates submitted on 31st October, No. 794.

* Rupees 6,570.

2*nd*.—For completing or constructing all the Railway Feeders, namely :—

| | | |
|---|---|---|
| From Manapara to Kulitallay ... ... ... ... ... ... | 24,790 | In progress. |
| From Musery to Torriore, viâ Cannanore... ... ... ... ... | 27,567 | do. |
| From Tiruvarambur to Vennaur head ... ... ... ... ... | 24,528 | |
| From Cauttoopoottoor to Valiapatty... ... ... ... ... ... | 17,600 | |

7. If Government would take upon themselves to provide for the above works from Imperial Funds, and would provide the amounts entered in Column 6 of the enclosed Statement, in 1869-70, the Rupees 15,848, which it is probable will be available in 1869-70 from Local Funds for new works, might be laid out on the roads from Perambalur to Arrealaur and to Venganoor respectively ; but if Government will not provide for these roads, early intimation should be afforded on the subject, for the roads in progress will have to be stopped on the 31st March, just in the very middle of the working season, and this, besides entailing considerable loss on Government, will render it necessary to supply some funds to meet outstanding demands for work already executed.

8. The scheme for roads, forwarded with my letter, No. 1,694, dated 29th February 1868, showed that a sum of Rupees 3,97,685 was required to provide for the more important lines of communication in the district ; to this must now be added Rupees 78,510 for Roads Nos. 3, 4, and 6. The probable expenditure on the works up to 31st March will be Rupees 61,163, leaving Rupees 4,15,032† to complete the scheme, and of this sum, under my present proposal, Rupees 1,79,565‡ would have to be provided from Imperial Funds, and Rupees 2,35,467§ from Local Funds, and to meet the latter only about Rupees 10,000 would be available annually, and even this would be gradually reduced as the roads become completed and maintenance had to be provided for them.

| | |
|---|---|
| †3,97,685 | |
| 78,510 | |
| 4,76,195 | |
| 61,163 | |
| 4,15,032 | |

‡Column 5 of Statement.

| | |
|---|---|
| § 4,15,032 | |
| 1,79,565 | |
| 2,35,467 | |

9. The subject is one which, therefore, requires an early decision, and I write to you instead of directly to Government regarding it, as Government would probably require your opinion, as well as that of the Board, before passing orders on my letter ; and as the official year is drawing to a close, I would urge the immediate submission of this letter, with your comments upon it, to the Revenue Board. If my proposals are approved and sanctioned, the balance available for new works in 1869-70 should be allotted to Roads Nos. 9 and 10, instead of as proposed in the Budget (Local) recently submitted by you.

---

In their Proceedings, dated 20th January last, No. 330, the Board, when disposing of certain letters from the Collector and Superintending Engineer of Trichinopoly regarding the effect on the Road Fund of the decision arrived at by Government in their Order of the 11th November 1868, No. 2,831, pointed out to the Collector that the current year's Budget contained an aggregate allotment of Rupees 14,800 for these transferred roads, and inquired whether any further assignments had been made for these roads since the Budget was framed, and what sums had been expended on these roads from Imperial Funds.



2. The Collector reports that no further sums have been assigned, and that the full amount of Rupees 14,800 will be expended by the end of the year.

3. The Collector at the same time forwards a letter from the Superintending Engineer, and earnestly begs that the question of Imperial and Local Roads may be again considered.

4. The income of the fund, the Collector states, may be taken as Rupees 68,000 annually, deducting from this the annual expenditure for Repairs, Public Works Supervision, Reserve, etc., the sum annually available for making roads will only be Rupees 10,000. To this, however, may fairly be added about Rupees 5,000 annually from the Reserve, making the total Rupees 15,000.

5. On the other hand, six important lines are in progress, and require Rupees 1,22,000 for completion, three others require special repairs to the extent of Rupees 78,500, and two Railway feeders, estimated to cost Rupees 42,000, are urgently needed. The total expenditure thus entailed is Rupees 2,42,000, while the available assets are only Rupees 15,000. At this rate, sixteen years at the least must elapse before these roads can be finished, and meanwhile cross-roads and village communications must be deferred.

6. The Collector proposes that Government should make a special grant of Rupees 1,79,000 from Imperial Funds for certain roads, the only alternative being "to abandon these works, and to close, on the 31st instant, all further outlay upon "these incomplete lines of communication, which have already cost Government "so much time and money."

7. The Superintending Engineer concurs generally with the Collector, and points out very justly and forcibly the paramount importance of roads to develope the resources of the Trichinopoly District.

8. While fully concurring in the views of the Collector and the Superintending Engineer, the Board, as they have already pointed out, are not at liberty to re-open the question, settled by Government in their Order of the 11th November 1868, No. 2,831. At the same time, the interests at stake are of such magnitude, that they do not consider themselves justified in doing otherwise than submitting the correspondence for the consideration of Government. It will be seen that early orders are requisite.

---

No. 371. ORDER THEREON, 15th May 1869, No. 1,362.

Miscellaneous.

IN paragraph 2 of their Order in the Public Works Department, under date 6th April 1869, No. 1,113, the Government have already pointed out that no Imperial Funds are available for the roads referred to by the Board.

2. Probably a saving of Local Fund expenditure may be obtained by reducing the maintenance allowances of some of the local roads which need not be kept up as first class roads. The Board should, however, report, after communication

with the Collector, whether, with reference to the recent reductions of assessment in the Trichinopoly District, there would be any objection to raising the Road Cess. Such a measure would, it is observed, require a legislative enactment.

(True Extract.)

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

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

Exd. E. C. Shunker.

Local Roads and Railway feeders in Trichinopoly District.—Board of Revenue to report, whether there will be any objection to raising the Road Cess with a view of providing funds for them.

---

**Nos. 369–371.**

**Dept. of {1869 Feby 13th. 1868 REVENUE.**

To

THE BOARD OF REVENUE,

&c., &c., &c.

Dated May, 15th.

Recd. Encl.

G. O., 15th May 1869, No. 1,362.

---

Ltr. Rd. by Lathan B Rail Ld Chief/1690 C&T/1863.

No. 1,844.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 17th March 1869.

Read the following letter from G. BANBURY, Esq., Collector of Trichinopoly, to the Acting Secretary to the Board of Revenue, dated Kulitallay, 1st March 1869, No. 36:—

ADVERTING to the concluding paragraph of the Board's Proceedings, No. 330, dated 20th January 1869, I have the honor to state that the sum of Rupees 14,800, therein referred to, was allotted for the following roads:—

| | | RS. |
|---|---|---|
| 1. Road from Trichinopoly to Salem, viâ Torriore | ..... | 5,000 |
| 2. Do. from do. | to Woodiarpolliem ..... | 3,000 |
| 3. Do. from do. | to Dindigul ..... | 6,800 |
| | Total... | 14,800 |

2. The Superintending Engineer has informed me that the above sum will be expended in 1868-69, and that no further sums have been assigned during the year.

3. I take this opportunity of soliciting the special attention of the Board to the fact that our annual assets under "District Road Fund" amount to Rupees 68,000; that the maintenance of the local roads, inclusive of those recently transferred from Imperial Funds, and other items, such as the Reserve, Tools and Plant, Petty Establishment, and Superintendence charges, come up to Rupees 58,000; and that the balance, namely, Rupees 10,000, is all that will be available for new works.

4. The annexed abstract shows the local roads in progress, the amount of work that will be executed up to 31st March 1869, and the balance remaining to be provided for.

| Description of roads. | Amount of estimate. | Probable expenditure up to 31st Mar. 1869. | Balance. | Remarks. |
|---|---|---|---|---|
| | RS. | RS. | RS. | |
| Railway feeder from Musery to Torriore, viâ Cannanore. ..... | 48,680 | 21,113 | 27,567 | |
| Do. do. from Kulitallay to Manaparay ..... | 24,170 | | | |
| Supplemental... | 24,000 | | | |
| | 48,170 | 23,380 | 24,790 | |
| Road from Perambalur to Arrealur ..... | 31,030 | 13,905 | 17,125 | |
| Do. from do. to Kistnapuram ... | 33,200 | 16,967 | 16,233 | |
| Do. along the Coleroon north bank ... | 40,000 | 10,100 | 29,900 | |
| Do. from Trichinopoly to Salem, viâ Torriore ..... | 61,470 | 54,900 | 5,670 | This was Imperial, and recently transferred to Local Funds. |
| Total... | 2,62,550 | 1,40,365 | 1,22,185 | |

5. Out of the roads transferred from the Imperial to Local Funds, the following require special repairs, as per accompanying three estimates:—

| | | RS. |
|---|---|---|
| 1. Road from Trichinopoly to Caroor | ..... | 41,450 |
| 2. Do. from do. | to Dindigul ..... | 33,440 |
| 3. Do. from do. | to Trunk Road No. IX..... | 3,620 |
| | Total... | 78,510 |

Kurnool to Rail — Imperial to Local Road

added 5870

86,180

6. To complete the number of Railway feeders which this District stands in need of, for its development and progress, the construction of the undermentioned roads* commends itself to me as a very important and emergent undertaking:—

* G. O., 8th Oct. 1863, No. 2,879, P. W. D., G. O., 26th March 1867, No. 717, R. D.

| | | RS. |
|---|---|---|
| 1. | Railway feeder from Tiruvarambur to Vennaur head ..... | 24,528 |
| 2. | Do. from Cauttoopoottoor to Valiapatty ..... | 17,600 |
| | Total... | 42,128 |

7. The Board will thus perceive that provision will have to be made for the sums specified in the preceding three paragraphs, amounting in the aggregate to Rupees 2,42,823;† and it is unnecessary for me to speak regarding the total inability of our annual surplus of Rupees 10,000 to meet anything approaching these requirements

† Local roads now in progress..... RS. 1,22,185
Special repairs to hitherto Imperial roads. 78,510
Railway feeders ..... 42,128
Total... 2,42,823

8. If the completion of the roads in progress be postponed indefinitely, as must necessarily be the case under the heavy burden thrown upon the District Road Funds by the recent transfer of the several roads hitherto maintained from the Imperial Funds, the amount that has hitherto been expended upon the partly completed portions will be as good as lost to the State.

9. I beg to enclose a letter addressed to me by the Superintending Engineer on this subject, and, as therein suggested, I would beg to urge the necessity of the Government being moved to provide funds from the Imperial Revenue, at least, for first, completing the marginal important local lines and Railway feeders; second, executing the special repairs for the roads mentioned in paragaaph 5 above, and which, as the Government will doubtless perceive, should justly be made over to Local Funds *in good order;* and third, for constructing the most essentially required Railway feeders, adverted to in paragraph 6, upon the formation of which the advancement of the commercial interests of the District, and the general prosperity of the public so much depends.

Railway feeder from Kulitallay to Manaporay.
Do. do. Musery to Torriore.
Road do Trichinopoly to Salem, via Torriore, which has hitherto been provided for from Imperial Funds

10. My proposals, therefore, for a provision from the Imperial Funds stand as below:—

| | | RS. |
|---|---|---|
| 1. | Completing the Railway feeder from Kulitallay to Manaparay..... | 24,790 |
| 2. | Do. do. do. from Musery to Torriore, viâ Cannanore | 27,567 |
| 3. | Do. the road from Trichinopoly to Salem, viâ Torriore..... | 6,570 |
| 4. | Special repairs to the road from Trichinopoly to Caroor ..... | 41,450 |
| 5. | Do. do. do. to Dindigul ..... | 33,440 |
| 6. | Do. do. do. to Trunk Road No. IX... | 3,620 |
| 7. | Constructing the Railway feeder from Teruvarambur to Vennaur head. | 24,528 |
| 8. | Do. do. do. from Cauttoopoottoor to Valiapatty ... | 17,600 |
| | Total... | 1,79,565 |

11. If the Government will undertake to provide for the above works from the Imperial Funds, the sum of Rupees 15,848, entered in Part I. of the Revised District Road Fund Budget submitted to the Board on the 9th January 1869, might be laid out on the roads from Perambalur to Kistnapuram and to Arrealur respectively.

12. If the Government will not sanction this provision, I request early intimation of this may be given me for communication to the Superintending Engineer, as nothing then remains for us but to abandon these works, and to close on the 31st instant all further outlay upon these incomplete lines of communication, which have already cost Government so much time and money.

9-

Rv 1230 & 969.

In order

The recent order changing the Roads of Trichinopoly have transferred a heavy charge to the Local Fund. The Fund in this District is small, and the Bd now that the balance available for new works will be only Rs 15,000, whereas large sums are required to complete roads already commenced and to put in repair the roads lately transferred to the Local Fund. It would certainly be inexpedient to leave roads already commenced in an incomplete state, perhaps a special grant might be made from Imperial Funds on a special case

If many districts are in the condition here described, it may be necessary to increase the road cess beyond the present maximum rate of 6 pice on the rupee. I should think it is already considerable, although a special grant from Imperial funds would suppose that the Bd could be deterred from urging whether a temporary

to the present day a portion of Trichinopoly there will be any objection to raising the road cess so far as Trichinopoly is concerned.

The Collector seems to be observed need not keep up the road from Trichinopoly to Caroor as a first class road. It runs parallel with the rail & seems to be much wanted - the same may be said of other roads recently made over to the Local Road Fund. Whether or not 68000 Rs is a large sum sufficient to do all that is necessary to all the roads in Trichinopoly. Therefore the only permanent remedy seems to be an increase in the rate of road cess.

19.4.69

(initials)

O No 230 - 69

No 1362

C No 220 - 69.

10

Order

In para 2 of their order in the P. W. Dept under date 6th April 1869 No 1113 the Govt have already pointed out that no Imperial funds are available for the roads referred to by the Board.

~~Probably~~

Probably a saving of local fund expenditure may be obtained by reducing the maintenance allowances of some of the local roads, which need not be kept up as first class roads. The Board should however report after communicating

X with the Collector, whether with reference to the recent reductions of assessmt. in the Trichinopoly District, there ~~road cess~~ would be any objection to raising the rate of road cess. Such a measure would, it is observed, ~~however~~, require a legislative enactment

Commerce