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**MADRAS RECORD OFFICE.****Government of Madras.****DEPARTMENT.***Revenue.*

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| G.O. No. | 84     | Press<br><del>Mis.</del> |
| Dated    | 12. 1. | 1871.                    |

**Not to be folded or roughly handled**

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*Proceedings of the Madras Government, Revenue Department,  
12th January 1871.*

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No. 173. Read the following Proceedings of the Board of Revenue, dated 16th December 1870, No. 7,158:—

Read the following letter from the Collector of Tanjore, to the Acting Secretary to the Board of Revenue, dated 21st November 1870, No. 422.

WITH reference to Government Order, dated 12th October 1870, No. 1,546, communicated in the Board's Proceedings, dated 18th idem, Miscellaneous No. 1,208, I have the honour to submit a letter from the Superintending Engineer, 6th Division, from which it will be seen that though no returns of traffic on the railway feeder from Kodavasal to Kordacherry are taken, yet there is no doubt that the improvement of the line will conduce considerably to the increase of traffic on the railway.

2. I inquired of the Agent of the Great Southern of India Railway as to the usefulness of the feeder, and from his reply, it appears that the average number of loaded bandies passing over this road to the station at Kordacherry during the years 1868, 1869, and 1870, (the latter to the end of October,) was about 6,000, and of bandies returning with loads 700. The Agent also states that when the road is improved there will be a fair chance of the traffic on the line increasing.

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ENCLOSURE No. 1.

From the Superintending Engineer, 6th Division, to the Collector of Tanjore, dated Trichinopoly, 11th November 1870, No. 689.

WITH reference to the Government Order,\* forwarded with your letter, No. 247, dated 22nd October, I have the honour to inform you that no returns of the traffic on road No. 17 have been registered, and returns now taken would not represent correctly the average traffic along the line; from January to July the traffic along the line is very heavy, and the average number of bandies daily cannot, I think, be under 600 per diem, and perhaps 200 or 250 for the rest of the year. The road taps a very rich part of the country, and forms a very important railway feeder.

2. The district of Tanjore is now covered with a very complete net work of roads as may be observed at a glance at the Road Map; there certainly are some useful lines still unformed, but their formation renders the preparation of plans and estimates necessary. These plans and estimates are under preparation, but they will not be completed sufficiently early to admit of the works being undertaken next season, but, even were they ready, the heavier portion of an estimate for a new road in Tanjore consists in the masonry works, and we have now in hand or in prospect as many masonry works in connection with agricultural and road works as we can efficiently superintend during the coming working season. Even, therefore, had we estimates ready for new lines, I would not undertake their execution next year, and considering the shortness of our working season in the river-beds, the expenditure on new lines would be very small, unless timely preparation had been made for the collection on materials before the actual working season commenced.

3. The Local Funds raised annually amount to upwards of 2½ lacs, and it is no easy matter to select new works on which to expend the sums available, so as to ensure their being efficiently executed; for, if a large number of masonry works under agricultural are under execution in any range, new works involving the construction of large masonry works cannot be undertaken from Local Funds in such ranges.

4. It is true that many of the existing lines may be improved, but this improvement usually involves the raising of the road embankments, and such raising results in rendering the road for the first two years, or until the raising has become consolidated, rather worse than the road was

*Proceedings of the Madras Government, Revenue Department,  
12th January 1871.*

before, unless the surface is metalled, and hence it is not advisable to undertake the improvement of roads until there is some prospect of metalling them.

5. Under the above-mentioned circumstances, I trust Government will sanction the estimate for metalling road No. 17 at an early date, if not there will probably be a balance of about one lac of Local Funds unexpended at the end of 1870-71.

6. The estimate of Rs. 48,000 is returned.

ENCLOSURE No. 2.—Estimate.

SUBMITTED to Government, with reference to Government Order, 12th October 1870, No. 1,546.

2. The Board think the Superintending Engineer shows conclusively that it is expedient to metal road No. 17 from Kodavasal to the railway station at Kordacherry, though the cost is very great.

No. 174. ORDER THEREON, 12th January 1871, No. 84.

Miscellaneous.

UNDER the circumstances stated, the Government sanction the proposed work.

(True Extract.)

(Signed)

W. HUDLESTON,

*Secretary to Government.*

To the Board of Revenue.  
„ the Accountant-General.  
„ the Public Works Department

Ed. F. R. Baxman.

Road from Kodavasal to Kordacherry in  
Tanjore District.—Its construction, sanctioned.

JANUARY.  
Nos. 173-174.

G. O., 12th January 1871, No. 84.

Dated January 12th.  
Recd.

cc., &c., &c.

THE BOARD OF REVENUE,

To

REVENUE.

Govt. of 1871

No. 7,158.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 16th December 1870.

Read the following letter from G. LEE-MORRIS, Esq., Collector of Tanjore, to the Acting Secretary to the Board of Revenue, dated 21st November 1870, No. 422:—

With reference to Government Order, dated 12th October 1870, No. 1,546, communicated in the Board's Proceedings, dated 18th idem, Miscellaneous No. 1,208, I have the honour to submit a letter from the Superintending Engineer, 6th Division, from which it will be seen that though no returns of traffic on the Railway feeder from Kodavasal to Kordacherry are taken, yet there is no doubt that the improvement of the line will conduce considerably to the increase of traffic on the Railway.

2. I inquired of the Agent of the Great Southern of India Railway as to the usefulness of the feeder and from his reply, it appears that the average number of loaded bandies passing over this road to the station at Kordacherry during the years 1868, 1869, and 1870, (the latter to the end of October,) was about 6,000, and of bandies returning with loads 700. The Agent also states that when the road is improved there will be a fair chance of the traffic on the line increasing.

ENCLOSURE No. 1.

From Captain R. F. OAKES, R.E., Superintending Engineer, 6th Division, to the Collector of Tanjore, dated Trichinopoly, 11th November 1870, No. 689.

With reference to the Government Order,\* forwarded with your letter, No. 247, dated 22nd October, I have the honour to inform you that no returns of the traffic on Road No. 17 have been registered, and returns now taken would not represent correctly the average traffic along the line; from January to July the traffic along the line is very heavy, and the average number of bandies daily cannot, I think, be under 600 per diem, and perhaps 200 or 250 for the rest of the year. The road taps a very rich part of the country and forms a very important Railway feeder.

2. The district of Tanjore is now covered with a very complete net work of roads as may be observed at a glance at the Road Map; there certainly are some useful lines still unformed, but their formation renders the preparation of plans and estimates necessary. These plans and estimates are under preparation, but they will not be completed sufficiently early to admit of the works being undertaken next season, but, even were they ready, the heavier portion of an estimate for a new road in Tanjore consists in the masonry works, and we have now in hand or in prospect as many masonry works in connection with agricultural and road works as we can efficiently superintend during the coming working season. Even, therefore, had we estimates ready for new lines, I would not undertake their execution next year, and considering the shortness of our working season in the river beds the expenditure on new lines would be very small unless timely preparation had been made for the collection on materials before the actual working season commenced.

3. The Local Funds raised annually amount to upwards of 2½ lacs, and it is no easy matter to select new works on which to expend the sums available, so as to ensure their being efficiently executed, for, if a large number of masonry works under agricultural are under execution in any Range, new works involving the construction of large masonry works cannot be undertaken from Local Funds in such Ranges.

4. It is true that many of the existing lines may be improved, but this improvement usually involves the raising of the road embankments, and such raising results in rendering the road for the first two years, or until the raising has become consolidated, rather worse than the road was before, unless the surface is metalled, and hence it is not advisable to undertake the improvement of roads until there is some prospect of metalling them.

5. Under the abovementioned circumstances, I trust Government will sanction the estimate for metalling Road No. 17 at an early date, if not there will probably be a balance of about one lac of Local Funds unexpended at the end of 1870-71.

6. The estimate of Rupees 48,000 is returned.

ENCLOSURE No. 2.—Estimate.

SUBMITTED to Government, with reference to Government Order, 12th October 1870, No. 1,546.

2. The Board think the Superintending Engineer shows conclusively that it is expedient to metal Road No. 17 from Kodavasel to the Railway station at Kordacherry though the cost is very great.

(True Copies and Extract.)

*J. Enrie*  
Acting Secretary.

To the Secretary to Government, Revenue Department,  
with Estimate.

Copy to the Collector of Tanjore.

Exd. T. Cartledge.

*Under the circumstances  
stated, the Govt. sanction the  
proposed work.*

*12/12/70*

BOARD OF REVENUE,  
MADRAS.

PROCEEDINGS, 16TH DECEMBER 1870, No. 7,158.

*22/12/70*

Received *22/12/70*

DECEMBER.  
No. 7,158.

*Traffic on Railway feeder—from Kodavasel to  
Kordacherry in Tanjore District.—Letter from  
Collector, reporting that no returns of, are taken,  
and that proposed improvement of road will con-  
duce to increase of traffic on Railway, submitted  
Government.*

*26/Jan/71/189*

*14/1/71  
6/1/71  
21/1/71*

*1870-71-1895-96*

*1870-71*