No. 328. Read the following Proceedings of the Board of Revenue, dated 12th May 1871, No. 1,974 :—

Read the following letter from J. A. C. BOSWELL, Esq., Officiating Collector of the Kistna District, to the Acting Secretary to the Board of Revenue, dated Gudewada, 24th January 1871, No. 244.

With reference to the Board's Proceedings, dated 2nd December 1870, No. 6,927, requesting me, in communication with the Superintending Engineer, to report at an early date upon the suggestions made in paragraph 3 of Government Order, dated 22nd November 1870, No. 1,838, Revenue Department, in regard to the utilization of the large available balance of the Road Fund in opening and improving village roads, I have the honour to forward herewith copies of letters I have received from the Superintending Engineer, first, as to the general question, and, second, as to a list of roads which I suggested to him.

2. It will be seen that Colonel Moberly states that all the available surveyors are engaged on the delta projects, and that he considers none can be spared for these petty works. In the second letter, he writes of sending for one or two from Madras, when the preliminary estimates for certain roads have been sanctioned.

3. I cannot agree with him that in the upland taluqs there is little demand for roads. I received many applications during the course of my late tour. Colonel Moberly has frequently complained of the difficulty of procuring labour. I had an opportunity of talking this over with the Range Officer. He stated that the chief difficulty was procuring carts. These are no doubt not numerous, but I at once made arrangements for supplying him when they were needed. In the western taluqs, particularly in the Palnad, population is sparse, and the rate of wages high. Coolies can obtain higher wages by engaging with ryots than they can obtain by working for the Public Works Department. I have several times suggested to the Superintending Engineer, that what is wanted is to procure labour from elsewhere. The best road material is most abundant, and the opportunities of the cotton-trade have made the people really anxious for improved communications.

4. In my opinion there ought to be a separate engineer in each district in connection with District Road and Municipal Funds. The feasibility and advantage of this I have pointed out when submitting to the Board certain observations in regard to the amended Local Fund Bill. I do not think that the Revenue Department, with all their other proper duties, could undertake the work, nor do I think that they are qualified to do so.

Enclosure No. 1.

From Colonel F. J. MOBERLY, R.E., Superintending Engineer, 2nd Division, to the Officiating Collector of the Kistna District, dated Bezwada, 9th January 1870, No. 293.

No. 5,187, dated 16th December 1870.
,, 5,251, ,, 29th ,, ,,
Road from Weyoor to the canal.
Road from village to Vudducheruvu in Motur.

In reply to your communications noted in the margin, I have the honour to observe that I have received no applications for village roads except those noted in the margin, but will set an inquiry on foot.

2. On my own inspection of the Gudewada channel, I ordered estimates to be prepared for such bridges and roads to utilize the two bridges built from Imperial Funds across that channel, which are now almost useless, as the cultivation extends up to the bridges.

3. My difficulty is in procuring the elaborate surveys required by the Board ; every man that I can spare is now employed in working up the delta project, and I do not know where to find a surveyor for these petty works.

4. I would suggest that when our lines of irrigation or drainage in the deltas are selected, their banks should be widened at the charge of the Local Fund to make good foot-paths or in some cases-cart, ways 10 or 12 feet broad at top. They would, I believe, be very useful means of communication, and short pieces might connect them with villages adjacent.

5. In the upland taluqs there is little demand for roads ; the villagers as yet have not learned the advantage of having good lines, and will not afford any assistance.

6. I beg to point out that in my No. 337 of 24th February 1870 I suggested the making of the line from Jaggiapett to Muktiyala, and an estimate for a survey was sent to you on the 9th December 1870, No. 260.

Enclosure No. 2.

From the same officer, dated Guntur, 12th January 1871, No. 296.

In reply to your letter, No. 47, of 5th instant, I have the honour to inform you that I have called for preliminary estimates for the following roads named by you :—

Road from Masulipatam to Mangenapudi.
" Mangenapudi to Bantumilly, via Zinzeru.
" Masulipatam, via Sallapalli, to Kottapolem.
" Bezwada to Nuzividu.
" Gannaveram to Nuzividu.
" Karempudi to Vinnukonda, via Ipuru.
" Bapatla to Ipurpolemvadarevu.

2. I have already submitted them for the following roads, and as soon as I obtain sanction, will send for one or two surveyors from Madras :—

Road from Tiruvuru to Kongara Malliah Hill.
" Venkatapuram to Mylaveram.
" Mylaveram to Chanubanda.
" Tiruvuru to Nuzividu.
" Jaggiapett to Muktiyala.

3. I enclose an estimate* already framed for a road from Parchuru to Ipurpolem vadarevu, but as the lines of the Kommamuru channel and its irrigation branches are not yet settled and the improvement of the Romperu swamp is still under consideration, the estimate cannot be considered correct or any thing like sufficient.

*Returned to Superintending Engineer, J. A. C. B.

4. The road from Nizampatam by Perali to Bapatla is in my professional opinion unnecessary.

5. There is a road in progress from Sallapalli to Nadakuduru, and from the latter place to Srikakulam is rarely difficult. If this line be necessary, it should, in my opinion, be continued to Kankepad or even to Bezwada, with a branch from Iyaluru to Viranki, the road from Sallapalli to Inampudi would cross very much drainage and irrigation, and I think would be superseded by the one I have suggested to Veranki.

6. I cannot find where Lallitapuram is, unless it be a village near a Mopidevi, to which a road is already sanctioned in Government Order, Revenue Department, 13th September 1867, No. 2,162.

In passing orders on the Local Fund Budget for the Kistna District for 1871-72 the Government desired that the Board and Collector would consider whether a portion of the surplus funds could not be utilized in making village roads and the difficulty in procuring labour thus got over.

2. The Board on another occasion suggested that even if labour were not available in the delta it would probably be found in the upland taluqs where roads were also much needed.

3. The Collector now forwards two letters from the Superintending Engineer on the subject, in one of which Colonel Moberly says that as all his surveyors are employed on delta works he has none to employ on roads ; in another he gives a list of roads for which preliminary surveys have been ordered, and proposes when these surveys are sanctioned to get one or two surveyors from Madras to go on with them.

4. As regards village roads Colonel Moberly says he has had no applications for them, and as regards roads in the upland taluqs he says the people do not care for them! It is tolerably clear from these letters that Colonel Moberly cannot be expected to take much interest in the outlay of Local Funds. Mr. Boswell in the concluding part of his letter suggests that a Special Engineer for Local and Municipal Funds ought to be appointed for each district.

5. It will be well to consider shortly the peculiarities of the district which have led to this state of affairs. The district may be looked on as divided into two distinct parts, the delta and the upland dry taluqs. In the delta the demand for labour for the execution of the irrigation works and for the extension of cultivation is so great that it is probably quite true that but very little is available for road-making. Add to this the time and interest of all the officers in the Department of Public Works are concentrated on the irrigation works, they care but little about roads, and have but little practice in road-making. Road-making in the delta is also very difficult and expensive ; the soil is the worst possible ; there is hardly a stone in the whole tract, and it is only on the sea coast that even sand is to be found for mixing with the alluvial black soil. Under these circumstances it is no wonder that road-making is up-hill work. Nevertheless roads are most urgently needed, and must be made, for Road-cess is being collected in very large sums, and the country is impassable without roads. The navigable canals are but very few. In this respect the Kistna is inferior in advantages to the Godavery.

6. As regards the upland taluqs Colonel Moberly's statement that there is no demand for roads will not bear examination. In the western taluqs (the old Guntoor District) there is now a very extensive cotton-trade of which Guntoor is the centre. Several European firms are established there, and the cotton is there pressed and prepared for despatch to Cocanada and Masulipatam. All the western taluqs contribute their share of the cotton, and it is only in the dry weather that

it can be transported to Guntoor, for the few roads that have been sanctioned and commenced are still very imperfect and incomplete. The Palnad is the most distant taluq, but probably the most important as regards cotton.

7. The population is somewhat scanty, but the people have grown wealthy under the influence of the cotton-trade and a light assessment. The Board are persuaded that nothing but bad management can prevent the supply of a moderate quota of labour for roads; there is nothing to do in the hot weather, and the entire labouring population ought to be available.

8. The same remark is applicable to the taluqs of Krosur, Vinukonda, Rajapet, and Guntoor, to the west, and to Nandigama, Nuzid, and Bezwada, to the east, except that there is but little cotton east of the Kistna. Of course, where the country nears the delta the people are drawn off to the delta works and to wet cultivation, but there is nothing to prevent sufficient labour being drawn together to make all the roads which have been proposed.

9. The truth is, however, that these upland taluqs offer no great attraction to the engineers. The Superintending Engineer naturally devotes most of his energies to the delta works, and his most experienced subordinates are placed in charge of the delta Ranges. The upland taluqs are but seldom visited, and but little cared for, and in the delta the irrigation works absorb all the interest of the officers and all the available floating labour. That there is still a good deal of labour available for local employment is, however, the Board think, true, and with proper arrangements it ought to be available for opening short branch roads.

10. In the Board's opinion this state of affairs points to the necessity of the employment of a separate agency for spending the Road-cess satisfactorily in the Kistna District at all events, and there seems to them to be a great deal to recommend the plan suggested by Mr. Boswell, namely, a Special Engineer for the Road Funds.

11. There are, of course, great objections to the employment of two distinct departments in one district; they will inevitably clash in the matter of labour at times; but then, on the other hand, the Board believe that the one department will pick up a great deal of labour which the other cannot touch.

12. If the Government approve of the measure the Collector will be called on to submit a scheme of establishments for carrying it out. The question is not one which ought to be laid aside until the Local Boards have been formed, and are at work, for they can add nothing to the information already recorded, and their approval is certain.

13. The present Road-cess demand is about Rs. 1,60,000, and the peishcush of permanently settled estates amounts to about Rs. 2,90,000. Hence the annual income of the Road Fund (two-thirds of the Cess at 9 Pies in the Rupee) may be estimated at Rs. 1,55,500 *plus* receipts from tolls. The whole separate establishment proposed by the Collector of Tanjore in the letter disposed of in Government Order, 21st April 1868, No. 1,050, was to cost only Rs. 16,092.

Proceedings of the Madras Government, Revenue Department,
***25th May* 1871.**

No. 329. ORDER THEREON, 25th May 1871, No. 919.

Local Funds, No. 10.
Accounts.

THE Board will call for a scheme of establishments as suggested in paragraph 12.

(True Extract.)

(Signed) D. F. CARMICHAEL,
Acting Secretary to Government.

To the Board of Revenue.

G.O. 16 December 1870 No 332-35
- 22 November — 329-30
- 21 April 1865 - 439-42
- 13 November 1869 - 243-45

Rev. 1871. Oct. part.

Board of Revenue,

MADRAS. 3rd/570.

PROCEEDINGS, 12TH MAY 1871, No. 1,974.

Despatched 17th Encl.

Received 10th

MAY.

No. 1,974.

Road Fund Balance—in Kistna District,—Letter from Collector reporting on suggestions made by Government in regard to utilization of, in opening and improving village roads, submitted to Government, with recommendation in favor of Collector's proposal that a Special Engineer for Road Funds be appointed.

Ord. 25th May 71.

Letter with Collector's Dist. wise

Engd. Dept.

Ed. G. A. Turton.

Ir 328-329

G 18 Dec 1869