

(1) Number of pages 22

(2) Date of repair 17-2-72

(3) Initials of the Referencer _____

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

DEPARTMENT

G.O. No.
B.P. No.

601

Press
Mr.

Dated

9-2-1877

197

Not to be folded or roughly handled

101

*Proceedings of the Madras Government, Revenue Department,
9th February 1877.*

Famine Relief.

No. 299. Read the following Proceedings of the Board of Revenue, dated 27th January 1877, No. 332:—

Read the following letter from R. DAVIDSON, Esq., Acting Collector of Kurnool, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated 18th January 1877, No. 56:—

WITH reference to Board's Proceedings, No. —, dated 20th December 1876, I have the honor to forward copy of a letter from the Deputy Collector, Nandial, in which he points out the evils that would arise from closing work on the ten roads ordered to be stopped by the Board at the suggestion of the District Engineer. The roads referred to were opened with a view to give employment to the coolies as near their homes as possible, and were they to be suddenly stopped in their present incomplete state the loss would probably be something very considerable, as over Rupees 1,44,000 have already been expended upon them. I have therefore thought it advisable that the works should be allowed to go on until they are finished and have issued orders accordingly, and I hope the Board will approve of my action in this matter.

ENCLOSURE No. 1.

From A. RAMACHENDRA ROW, Deputy Collector, to W. S. FOSTER, Esq., Acting Collector of Kurnool, dated Nandial, 30th December 1876, No. 307.

WITH reference to your letter, No. 1,480, dated the 20th instant, I have the honor to submit herewith a memorandum showing the ten roads alluded to by the District Engineer,* together with the money spent upon each up to date from the relief funds. In the column of remarks the stage of each work is shown, from which it will appear that the metalling or gravelling on any one of them has not been completed. It will be a great pity to stop these works in this half-fledged condition.

2. In several cases the earth formations and the side channels would be actual impediments to traffic, and the first burst of the monsoon would make matters worse and render the lines impassable. The ryots would have been more contented had their old communications been left untouched. It is true that the Local Funds of the district would not be sufficient "for the up-keep of one-third of the roads," but like all famine works which expect no maintenance grants these should be made sufficiently complete with a little metalling and gravelling without which all wheeled traffic on these roads must be stopped, and instead of the relief works being a boon they would be an eye-sore to the travelling and trading public. I therefore respectfully submit that instead of stopping these union works altogether, the best portion of the relief coolies on them may be drawn away and put on the trunk roads alluded to by the District Engineer, and only such limited number left on the former as would suffice to complete the gravel work therein.

3. On the roads marked† (Nos. 2 and 7) in the memorandum, the average daily number of coolies is something enormous. For these the works on the portions of the Trunk Road Nos. XVII and VII proposed by the District Engineer are situated at such a distance that they can derive no relief. If they are told to proceed to those works very few would reluctantly do so, while the majority of them will have recourse to the commission of the much dreaded crimes of highway robberies and torch-light

	Number of Coolies.
† 1. Panam to Alampur	5,180
2. Kalwa to Gadivemulu	4,466

which this division was at one time plunged. I therefore submit that the coolies on these two lines may not be removed from their places, and that the District Engineer be requested to frame a rough estimate for repairing that portion of Trunk Road No. XVII which lies between Kurnool and the Nandial branch road, and no sooner it is complete the greater portion of the gangs now working on the said two lines may be marched to the trunk road, and the remaining coolies left on those lines to complete the metalling and gravelling.

4. Now, as regards the trunk roads themselves, the work which the relief coolies are now called upon to execute is a patch-work and one which non-professional coolies under non-professional supervision would be totally unable to execute with any amount of satisfaction. The supervising agency required would be something tremendous considering the length over which the relief coolies would be spread out.

5. In the Sirwell Taluq the Tahsildar has already employed relief coolies on portions of the trunk road between Govindapalli and Chagalmaray under verbal orders, he said, of the Hon. D. Arbuthnott, Second Member of the Board of Revenue, on special duty, and for the money already spent (Rupees 4,624-0-4) the heaps of metal arranged on the portions of the line would compare unfavorably.

6. For relief coolies the best work where full scope to exact a fair quantity of labor could be given is a new road or an irrigation work, which on any other occasions but during a famine cannot demand the attention of the authorities, and no amount of recommendation for execution by the local authorities would secure the sanction of funds by the State; whereas the case with the trunk roads is different. They must be repaired at any cost at all times and maintained by annual grants.

7. In conclusion, I beg to add that the state of distress in this division is such that even without stopping the ten roads alluded to by the District Engineer, we could get any number of coolies for the trunk roads.

(True Copy.)

(Signed) R. DAVIDSON,
Acting Collector.

ENCLOSURE No. 2.

Memorandum showing the Expenditure and the state of ten Roads in the Nandial Division, the works on which have been directed to be stopped on the recommendation of the District Engineer (*vide* Collector's letter, No. 1,480, dated 21st December 1876).

Roads.	Expenditure.			State of the Work.
	RS.	A.	P.	
1. Road from Nandial to Trunk Road No. 17 via Takkiya and Nunepally.	4,563	3	11	The length of the road is two miles; metalling nearly completed for one mile; metal collected on the sides to nearly the whole length; earthwork completed. This work had been stopped for some time owing to the outbreak of cholera.
2. Panyem to Alamur ...	21,363	0	7	Earthwork and side channels nearly completed; metal collected.
3. Nandial Town road ...	928	15	10	Length one mile; metal collected on the sides; earthwork in progress in certain portions. This work has been stopped owing to the outbreak of cholera.
4. Iyanar Kodur road ...	15,827	14	0	Length seven miles; metal collected on the sides of the road in different portions to a distance of nearly three miles.
5. Kanala road ...	17,810	15	2	Length four miles; this is extension of No. 1; earthwork completed; metal and gravel collected.
6. Gadivemula road ...	43,807	5	6	Length sixteen miles; metalling completed for three miles; side channels and earthwork in progress over ten miles.
7. Kalva to Gadivemula ...	19,852	0	0	Length eighteen miles; gravel spread over, but not rammed, three miles; metalling two miles; earthwork five miles.
Total ...	1,24,153	7	0	
8. Chagalmaray to Muttyalpad.	*9,311	10	3	Length five miles; earthwork nearly completed; gravel and metal collected. * Grain (13,626½) measures.
9. Sirwell to Yerraguntla ...	†4,545	11	11	Length three miles; earthwork completed; gravel and metal collected. † Grain (7,133½) measures.
10. Do. to Govindapally ...	‡4,795	8	5	Length three miles; earthwork completed; gravel and metal collected. ‡ Grain (6,290½) measures. ‡ The value of grain is unknown.
Total ...	18,652	14	3	

(Signed) A. RAMACHENDRA,
Deputy Collector.

(True Copy.) (Signed) R. DAVIDSON,
Acting Collector.

The cost of the work done appears to have been inordinately heavy, but in the circumstances stated the Board will not insist on the works being stopped. The Collector should draft to the trunk roads all the coolies he can, leaving on the other roads under discussion only so many as will suffice to finish them within the period of distress. The estimated cost of completing the roads should have been stated. The Collector will take steps to ascertain it.

(True Copies and Extract.)

(Signed) H. E. STOKES,
Acting Secretary.

No. 300. ORDER THEREON, 9th February 1877, No. 601.

Miscellaneous.

RECORDED.

(True Extract.)

(Signed) J. H. GARSTIN,
Additional Secretary to Government.

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

Ed. E. C. Shunker.

Revenue Dept. 1/27

Proceedings of the Board of Revenue.

Dated 27 January 1877.

No. 325

Read the following:—

No. 56.

From The ag. Collector, Kurnool.

To. The Secretary to the
Board of Revenue,
Madras

Sir,
With reference to G.O. No. 180 of 20th
December 1876, I have the honor to forward
copy of a letter from the ag. Collector, Kurnool,
in which he points out the evils that would
arise from closing work on the 10 roads
ordered to be stopped by the Board at the
suggestion of the District Enquiries. The roads
referred to were opened with a view to give
employment to the coolies as near their
homes as possible, & were they to be suddenly

G.O. of 1877 Madras

REVENUE.

THE BOARD OF REVENUE.

Secy, Secy, Secy.

Dated February, 9th.

Recd.

Encl.

G.O. 9th February 1877, No. 601.

FEBRUARY.

No. 299-300.

FAMINE RELIEF No. 463.

Certain roads in progress in Kurnool District—
Recording Proceedings of the Board of Revenue
having instructions to be observed with regard
to—

stopped in their present incomplete state
the loss would probably be something
very considerable as over Rs 144,000
have already been expended upon
them. I have therefore thought it
advisable that the works should be
allowed to go on until they are
finished. I have issued orders
accordingly & hope the Board will
approve of my action in the matter.

Kurnool Ctho Office
18 Jan: 1877

I have &c
(22) R. Davidson
Ag Collector

The cost of the work done appears to
have been inordinately heavy but in
the circumstances stated the Board
will not insist on the works being

60/10
stopped. The Collector should draft
to the Trunk Road all the coaches he can
leaving on the other roads under discussion
only so many as will suffice to finish
them within the period of distress. The
estimated cost of completing the
road should have been stated. The
Collector will take steps to ascertain

(True Copy to hand)

(22) H. E. Stokes
Ag Secretary.

To the Collector, Kurnool.
(True copy)

W. H. H.

Ag Secretary.

To the Additional Secretary to Government
with copy of incl.

R. Davidson
Ag Collector

Recording Mr
 Remondy's business
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7. No. 250
Tosnee 1877 Sept-

No 307.

Received by Collectors Office
Naval 30th December 1896.

From.

A. Ramachandra Rao.

By Collector of Mahmood
Nasir

G

W. S. Foster Esquire

Acting Collector of
Kurrumole

En

With reference to your letter No 1480
dated the 20th instant, I have the honor to submit
herewith, a Memo showing the 10 roads alluded
to by the District Engineer together with the money
spent upon each up to date from the relief
funds. In the column of remarks the stage of
each work is shown from which it will appear
that the metalling or gravelling on any one
of them has not been completed. It will be
a great pity, to stop these works in this half
fledged condition.

2 In several Cases the Earth formations
and the side channels would be actual im-
pediments to traffic and the first hazard
of

of the monsoon would make matters worse and render the lines impassable. The ryots would have been more Contented had their old Communications been left untouched. It is true that the Local Funds of the District would not be sufficient for the upkeep of $\frac{1}{3}$ of the roads - but like all famine works, which expect no maintenance grants, these should be made sufficiently complete with a little metalling and gravelling, without which all wheeled traffic on these roads must be stopped, and instead of the Relief works being a boon they would be an eye sore to the travelling and trading public. I therefore respectfully submit that instead of stopping these union works altogether, the best portion of the relief Coolies on them may be drawn away, and put on the trunk roads, alluded to by the District Engineer and only such limited number left on the former as would suffice to complete the Gravel work therein.

3. On the roads marked (Nos 2 & 4) in the memo ^{Wavem to} _{abamur} } ^{ho of} _{Coolies} 5780
 the average daily number of Coolies is (2) ^{Khalia to} _{Padmemala} } 4466.
 something enormous. For these the work on the portion of the Trunk Road nos XVII & XVIII proposed by the District Engineer are situated at such a distance that they can derive no relief. If they are told to proceed to those works very few would reluctantly do so while the majority of them will have recourse to the commission of the much dreaded crimes

10/10

of High way robberies and torch light (Dacoities) into which this monsoon was at one time plunging. I therefore submit that the Coolies on these two lines may not be removed from their places and that the District Engineer be requested to frame a rough estimate for repairing that portion of Trunk Road No XXII which lies between Murao and the Nandial branch road and no sooner it is complete the greater portion of the gangs now working on the said two lines may be marched to the Trunk Road and the remaining Coolies left on those lines

lines to complete the
metalling and gravellings.

4. Now as regards the
Trunk Roads themselves,
the work which the
Chief Cookies are now
called upon to execute
is a patch work and
one which non-professional
Cookies under non-profes-
sional Supervision would
be totally unable to
execute with any amount
of satisfaction. The
Supervising Agency re-
quired would be some-
thing tremendous,
considering the length
over which the Chief
Cookies would be spread.

In

5. In the Serwell ^{Salang}
the Sakaldar has already
employed Relief Cookies
on portions of the
Trunk Road between
Goundapalli & Chagalmaray
under verbal orders, he
said of the Honorable
D. Ashutank 2? Member
of the Board of Revenue
on special duty and
for the money already
spent (Rupees 4624-¹¹-4)
the heaps of metal ar-
ranged on the portions
of the line would con-
vise unfavorably.

6. For Chief Cookies
the best work where
full

Full scope to exact
a fair quantity of labor
could be given, is a new
road or an Irrigation
work - which on any
other occasions but
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the sanction of funds
by the State whereas
the case with the
Trunk Roads is dif-
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repaired

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repaired at any cost
at all times and maintained
by Annual funds.
7. In conclusion I try to
add that the State
of distress in this dis-
triction is such that
even without stopping
the ten roads alluded
to by the District Em-
grues we could get
any number of
Coaches for the Trunk
Roads.

I have seen
Signed & Lamachand
By Collector
True Copy
Signed & N. Davidson
By Collector
True Copy.
A. S. S. S. S.
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Items showing the expenditure and the state of 10 Roads in the Standard Division
the works on which have been directed to be stopped on the recommendation of the
District Engineer. (Vide Collector's letter No. 1488 dated 21st December 1976.)

Sl. No.	Roads	Expenditure	State of the work
1	Road from Mandigal to Lunk Road No. 1001 via Takriya Detachment	Rs 4563 3 11	The length of the Road is 2 miles. Putting nearly complete for one mile. Metal collected on the sides is nearly the whole length. Earthwork completed. This work had been stopped for some time, owing to the outbreak of Cholera.
2	Pangem to Akamur	21363 "	Earthwork and side channels nearly completed. Metal collected. Bridge not started - about 6 miles
3	Mandigal to Lunk Road	928 15 10	Length, one mile. Metal collected on the sides. Earthwork in progress in certain portions. This work has been stopped owing to the outbreak of Cholera.
4	Chajani to Pore Road	1582 7 1/4	Length 7 miles. Metal collected on the sides of the Road in different portions to a distance of nearly 3 miles.
5	Havala Road	17810 15 2	Length 4 miles. This is extension of No. 1 Earthwork completed. Metal & Gravel collected.
6	Gadnammala Road	4380 5 6	Length 16 miles. Metal collected for 3 miles. Side channels & Earthwork in progress over 10 miles.
7	Here to Gadnammala	1952 "	Length 13 miles. Gravel spread over but not rammed 3 miles. Putting 2 miles. Earthwork 5 miles.
		12453 7 "	
8	Chagalmanay to Butty - 9311 10 8 at head		Length 5 miles. Earth formation nearly completed. Gravel and Metal collected. * (Gravel 1362 6 3/4) measures.
9	Seemell to Guraqunda	4565 11 11	3 miles. Earthwork completed. Gravel & metal collected. * (Gravel 7133 1/2) measures
10	Do to Goundafally	4795 8 5	3 miles. Do * (Gravel 6290 3/4) measures * The value of gravel is surkadam
		18652 14 3	

(Signed) A. Ramasubramanian
(Dist. Engr.)
(Signed) R. Prasad
(Super. Engr.)
(True copy) A. Ramasubramanian
Ag. Secretary

Belmont in
Board Proceedings
dated 27th January
1877.
To the additional
Secretary to Government
R.B.