M.R.O. 1—39,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 485 Press / Mis.

458-59

Dated 24th February 1969.

Not to be folded or roughly handled

11. The Government desired the Board to arrange for the provision from the District Road Fund of such sum as might be necessary in addition to this contribution of Rupees 4,000 to render the road "available for ordinary traffic," and pointed out the desirability of an immediate grant. On the application of Captain Beddome, with reference to the above Order of Government, a sum of Rupees 1,000 was sanctioned for the road in question, from the District Road Fund, in the Board's Proceedings, dated 13th March 1868, No. 1,825. This sum not having however been spent before the close of 1867-68, a renewed sanction was granted for the same in the Board's Proceedings, dated 20th May 1868, No. 3,766.

Government Order, Revenue Department, 29th November 1867, No. 2,848.

12. It now appears that the Road, as planned by the Engineer Department, runs from Denkenicottah to Geeratty, four miles to the east of Auchitty. The distance to Geeratty is nearly twenty-one miles, of which eight miles, as far as Goondacottah, have been completed. The remaining thirteen miles are estimated to cost Rs. 28,000, to which probably Rupees 8,000 will have to be added for the four miles to Auchitty.

Government Order, Revenue Department, 16th July 1868, No. 1,976.

13. The Collector demurs to this heavy expenditure being thrown on the Road Fund. The Forest Department on the other hand considered that they have contributed their fair quota.

14. The Collector gives the revenue of the villages interested in the road as Rupees 7,000. Captain Walker raises it to 12,000, exclusive apparently of some hamlets. Assuming Rupees 12,000 to be correct, the completion of the road would absorb the entire revenue of three years. As regards Road Cess, again, if Captain Walker's figures be doubled, to meet possible increase of Revenue, owing to the construction of the road, on which he lays considerable stress, the result would be an annual revenue to the Fund of only Rupees 750 per annum, which, allowing for maintenance in the intervals, would not admit of the road being made in less than fifty years. So far as local interests are concerned, the proposed road is evidently beyond present requirements and means.

15. Nor can the Road Fund of the district meet the expense. The only available funds in the current year's Budget are what remains (Rupees 2,638) of the reserve, which cannot yet be regarded as an actual asset, for the estimated income may not be realised. As regards the ensuing year, the Board after providing for the maintenance of existing lines, have only been able to spare Rupees 3,500 for new works. In this Budget, provision has been made for the maintenance of the road from Oossoor to Udamancottah, which Government have recently transferred from the Imperial to the District list, but not for the road from Salem to Trichinopoly by Torriore, which the Collector states has yet to be made. Under these circumstances, the completion of this road out of the Road Fund is obviously impossible. All that can be done is to keep open a track for bullock traffic. In every district there will be wild tracks which must wait for years before good cart roads can be made through them.

16. As, however, it appears from the Conservator's letters that an annual profit of about Rupees 10,000 may be made out of these Forests, and that a far less expensive kind of road would answer for bringing out the timber, it seems worthy of consideration whether the road should not be completed in this manner out of Forest revenue. Independent of the profit derived, the working of the Forest would be beneficial as affording relief to the other wooded tracts of the district which have been seriously drawn upon by the Railway.

17. Captain Walker makes two suggestions in the event of the road being made out of the receipts of the Forest Department. The first is that tolls, to be credited to the Department, should be levied on it. The wild and remote character of the country renders this most inexpedient. It is an essential point in the levy of tolls, that the places should be near effective supervision, in order to prevent fraud and oppression. It would be quite impossible to secure such supervision in this tract. The other proposal is that all increase in the Land Revenue should be credited to the Forest Department. This proposal hardly needs argument. The Forest Department is but a branch of Imperial revenue, and to create a fictitious revenue for it in the manner is simply absurd. As well might the Revenue Department take credit for the value of all the trees transferred to the Forest Department or charge it with the assessment of the land they occupy.

Government Order, 25th April 1862, paragraph 2.

In their review of the report of the Conservator of Forests for 1860-61, Government inquired why the Pennagram Forests of "Acha" wood, if so valuable as represented, "were not "conserved and worked by the Forest Department."

To Government, 25th September 1862, No. 190.

2. The Acting Conservator replied that they could not be worked unless a road were made to them; that there was a good road from the Salem side to Pennagram, but from thence to Muttoor, where the forests commence, a distance of six miles, there was only a jungle track over rocky hills, with steep ghauts of paved steps; that he would not propose that Government should incur the heavy expense of making this road solely to get the timber out of the forests: but that if a direct road from Pennagram to Auchitty through Muttoor would be otherwise advantageous to the district, it should be considered.

Government Order, 11th October 1862, No. 2,199.

3. The Government desired the Board to ascertain from the Collector whether this road would be of general advantage.

4. The then Collector reported that there were two roads from Pennagram to Auchitty both unfit for carts. One* of these could not be made "without a very large outlay," the other,† which is the line proposed by Captain Beddome, though "far easier," would probably cost Rupees 60,000. He added that the want of a cart road had long been much felt, and that there were 10,000 Acres of land waste in the Pennagram Mootah, chiefly from the want of access to profitable markets.

*Along the bank of the Cauvery and through Natvapolliem.
†Through Muttoor and Geeratty.

5. In laying this Report before Government, the Board pointed out that the lands of the Pennagram Mootah were all below the ghauts, and would therefore be little benefitted by the proposed road to Auchitty.

To Government, 11th September 1863, No. 680.

6. The Acting Conservator of Forests, to whom these papers were forwarded, reported that the Forests might be worked for many years at a profit of 8,000 to 10,000 Rupees, but that the department could not afford so large an outlay for a road.

Government Order, 19th idem, No. 1,727.

7. The Government called for an approximate estimate for an ordinary cart road from Pennagram to Auchitty. This was furnished in April 1864. It amounted to Rupees 31,000, and the work was expected to occupy at least three years.

Government Order, Public Works Department, 2nd May 1864, No. 1,252.

8. Some correspondence which it is unnecessary to recapitulate, and part of which is not on the Board's records, appears to have passed on the subject between the Government and the Public Works and Forest Departments, and finally Government determined that the project of a road from Pennagram to Auchitty should be abandoned for the present, and that the funds assigned to this work should be applied to the improvement of the roads from Auchitty to Denkenicottah and Oossoor on the northern side of the forest track and from Pennagram to Dharampoory at the southern east extremity.

Government Order, 21st March 1866, Revenue Department, No. 690.

9. In the following May, Government sanctioned the expenditure of Rupees 10,000 from the Forest Budget on two lines from Pennagram westwards. These two works appear to have been carried out to the Conservator's satisfaction, and need no further notice.

10. To the Auchitty and Denkenicottah line, which is that under consideration, it appears that 6,000 Rupees were granted from the Forest Budget, and the Acting Conservator's complaint is that this money had been expended in forming an expensive District road from Denkenicottah to Goondacotta instead of a cheap forest track the whole way to Auchitty. Captain Beddome proposed a further contribution of Rupees 4,000, the balance being made good from Imperial and Local Funds.

2

7,031-12-0. The grand total given in paragraph 4 as Rupees 10,984-15-1 appears to be a clerical error, the sum of Rupees 3,953-3-1 being twice included:—

	Villages which will be benefitted by new road to Geeratty with their Beriz as given by the Talook Tahsildar.	Rs. A. P.	Hamlets which will be benefitted by the new road to Geeratty (Beriz included in that of the Usly gramums.)
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3	Arttagooroo	513 3 5	Utchanpalli.
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3. I do not think the Collector takes sufficiently into account the great increase in cultivation and consequently in Land Revenue which will arise from the opening out of this road, and the great boon it will be to the people especially when continued and joined with our Forest Road No. 3 from Penagra.

4. A glance at my map of the Denkenicottah Range will explain what I mean.

5. At present there is no cart traffic whatever between Denkenicottah and Penagra, (except round by Palcode a most circuitous road,) and the road is even difficult and often impassable for back bullocks.

6. My Denkenicottah Overseer informs me that numerous Durkhasts have been already made for land on the banks of the Chenar River consequent on our opening out a road in that direction.

7. It is true that for some years to come this Department will be the principal users of, and gainers by, all these roads, but the eventual gain must be in Land Revenue which will increase daily. It would appear therefore manifestly unfair that this Department should bear the whole cost unless Government are prepared to allow us to place a toll on the road at both ends; collections to go to Forest Revenue or to credit as with all a part of the increased Land Revenue for a certain number of years, under either of which conditions I would certainly strongly recommend the completion of the Roads from Forest Funds *only* for which we should be amply repaid.

8. That the road will be of the greatest use and service to the people there is I think no doubt, and the late Collector (Mr. Arbuthnott) was strongly of this opinion, and the most satisfactory plan would appear to be to complete it from an Imperial grant, failing which, I would certainly not recommend that we expend any more money on the work without some arrangement being made by which our revenue should benefit by the increased cultivation and large traffic which will ensue.

9. The eight miles already opened (to Candecottah) at our expense, are of no use to the department whatever.

No. 8,763.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 14th December 1868.

Read the following papers:—

Proceedings of the Madras Government, dated 16th July 1868, No. 1,976, Revenue Department.

ABSTRACT.—Referring to the Board, for remarks, letter from Collector of Salem, suggesting that the greater portion of the sum required for the completion of the Geeratty road should be met by the Forest Department, if no funds are available from other quarters.

Letter from Major R. H. BEDDOME, Officiating Conservator of Forests, to the Acting Secretary to the Board of Revenue, dated Ootacamund, 23rd July 1868, No. 846.

WITH reference to Government Order, No. 1,976, of the 16th instant, I beg to refer you to my letter to Government recorded in their Order, No. 2,848, of the 29th November last; in this you will perceive that our original intention was to give 6,000 Rupees towards the road from Denkenicottah to Auchitty; this sum would have been sufficient to have opened out a forest road sufficient for all our requirements for the whole distance from Denkenicottah to Auchitty or twenty miles. The Department Public Works however expended the whole of this sum on the first eight miles, (*i. e.*, from Denkenicottah to Goondacottah,) a first class expensive road was made so far, and then the work come to a stand-still; this first eight miles was of no use to us without the remaining portion, and this portion was previously quite passable for our timber carts. We have now entered a further sum of 4,000 Rupees in our Budget which makes 10,000 in all for this road, which is I think all that our department should contribute; the Engineer's Department report that it requires 28,000 Rupees to finish the road; under these circumstances I would suggest that the Department Public Works should return us one-half of our allotment of Rupees 6,000 already expended on the first eight miles, and that we are allowed to finish ourselves the remaining twelve miles, with the 7,000 Rupees which we shall then have available.

2. In the late Collector's letter recorded in Government Order No. 1,274, 13th July 1863, the Board will observe that it is stated that the road will be of great advantage to the State and to the Public, and the want of it shuts out many villages from a profitable market; the present Collector descants on the poverty of the villages in the vicinity of the proposed line of road; it appears that the want of a road causes the poverty of the country, and is the reason why a large extent of profitable land still lies waste. It is hardly the province of the Forest Department to make expensive roads with masonry bridges, but where such a road is desirable when we only require a forest road, the sum we should have expended on the latter may be allotted from our Budget.

From the same Officer, dated Ootacamund, 19th September 1868, No. 932.

IN continuation of my letter, No. 846, of the 23rd of July 1868, I have the honor to forward a letter from the Forest Officer of the Salem District.

ENCLOSURE No. 1.

From Lieutenant C. G. WALKER, Deputy Conservator of Forests, to the Officiating Conservator of Forests, dated Salem, 10th September 1868, No. 155.

WITH reference to Government Order, No. 1,976, dated 16th July, I have the honor to report that the estimates and plans for the continuation of the road from Denkenicottah to Geeratty are ready and have been sent to me by the Superintending Engineer, Fifth Division. The total estimate is Rupees 27,500, and the Superintending Engineer requires funds in order to commence the work.

2. With reference to the letter from the Collector of Salem, recorded in the Government Order quoted above, I would observe that that officer, whilst stating that the road is *not* to go to Auchitty but to Geeratty gives the *Beriz* of the villages on the former route only. I have received from the Talook Tahsildar of Usur a statement of the Beriz of villages (*Usly gramums*) on or affected by the new road which I append in comparison with that given by the Collector, in which the total Beriz of all the villages as far as Auchitty is given in paragraph 1 at Rupees

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7. It is true that for some years to come this Department will be the principal users of, and gainers by, all these roads, but the eventual gain must be in Land Revenue which will increase daily. It would appear therefore manifestly unfair that this Department should bear the whole cost, unless Government are prepared to allow us to place a toll on the road at both ends; collections to go to Forest Revenue or to credit as with all a part of the increased Land Revenue for a certain number of years, under either of which conditions I would certainly strongly recommend the completion of the Roads from Forest Funds *only*, for which we should be amply repaid.

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Government Order, 11th October 1862, No. 2,199.

3. The Government desired the Board to ascertain from the Collector whether this road would be of general advantage.

4. The then Collector reported that there were two roads from Pennagram to Auchitty both unfit for carts. One* of these could not be made "without a very large outlay," the other,† which is the line proposed by Captain Beddome, though "far easier," would probably cost Rupees 60,000. He added that the want of a cart road had long been much felt, and that there were 10,000 acres of land waste in the Pennagram Mootah, chiefly from the want of access to profitable markets.

* Along the bank of the Cauvery and through Natvapolliem.
† Through Muttoor and Geeratty.

5. In laying this Report before Government, the Board pointed out that the lands of the Pennagram Mootah were all below the ghauts, and would therefore be little benefitted by the proposed road to Auchitty.

To Government, 11th September 1863, No. 680.

6. The Acting Conservator of Forests, to whom these papers were forwarded, reported that the Forests might be worked for many years at a profit of 8,000 to 10,000 Rupees, but that the department could not afford so large an outlay for a road.

Government Order, 19th idem, No. 1,727.

Government Order, Public Works Department, 2nd May 1864, No. 1,252.

7. The Government called for an approximate estimate for an ordinary cart road from Pennagram to Auchitty. This was furnished in April 1864. It amounted to Rupees 31,000, and the work was expected to occupy at least three years.

8. Some correspondence which it is unnecessary to recapitulate, and part of which is not on the Board's records, appears to have passed on the subject between the Government and the Public Works and Forest Departments, and finally Government determined that the project of a road from Pennagram to Auchitty should be abandoned for the present, and that the funds assigned to this work should be applied to the improvement of the roads from Auchitty to Denkenicottah and Ossoor on the northern side of the forest track and from Pennagram to Dharampury at the southern east extremity.

Government Order, 21st March 1866, Revenue Department, No. 690.

9. In the following May, Government sanctioned the expenditure of Rupees 10,000 from the Forest Budget on two lines from Pennagram westwards. These two works appear to have been carried out to the Conservator's satisfaction, and need no further notice.

10. To the Auchity and Denkenicottah line, which is that under consideration, it appears that 6,000 Rupees were granted from the Forest Budget, and the Acting Conservator's complaint is that this money had been expended in forming an expensive District Road from Denkenicottah to Goondacotta instead of a cheap forest track the whole way to Auchitty. Captain Beddome, proposed a further contribution of Rupees 4,000, the balance being made good from Imperial and Local Funds.

Government Order, Revenue Department, 29th November 1867, No. 2,643.

11. The Government desire the Board to arrange for the provision from the District Road Fund of such sum as might be necessary in addition to this contribution of Rupees 4,000 to render the road "available for ordinary traffic," and pointed out the desirability of an immediate grant. On the application of Captain Beddome, with reference to the above Order of Government, a sum of Rupees 1,000 was sanctioned for the road in question, from the District Road Fund, in the Board's Proceedings, dated 13th March 1868, No. 1,825. This sum not having however been spent before the close of 1867-68, a renewed sanction was granted for the same in the Board's Proceedings, dated 20th May 1868, No. 3,766.

12. It now appears that the road, as planned by the Engineer Department, runs from Denkenicottah to Geeratty, four miles to the east of Auchitty. The

distance to Geeratty is nearly twenty-one miles, of which eight miles, as far as Goondacottah, have been completed.

Government Order, Revenue Department, 16th July 1868, No. 1,976.

The remaining thirteen miles are estimated to cost Rupees 28,000, to which probably Rupees 8,000 will have to be added for the four miles to Auchitty.

13. The Collector demurs to this heavy expenditure being thrown on the Road Fund. The Forest Department, on the other hand, considered that they have contributed their fair quota.

14. The Collector gives the revenue of the villages interested in the road as Rupees 7,000. Captain Walker raises it to 12,000, exclusive apparently of some hamlets. Assuming Rupees 12,000 to be correct, the completion of the road would absorb the entire revenue of three years. As regards Road Cess, again, if Captain Walker's figures be doubled, to meet possible increase of Revenue, owing to the construction of the road, on which he lays considerable stress, the result would be an annual revenue to the Fund of only Rupees 750 per annum, which, allowing for maintenance in the intervals, would not admit of the road being made in less than fifty years. So far as local interests are concerned, the proposed road is evidently beyond present requirements and means.

15. Nor can the Road Fund of the district meet the expense. The only available funds in the current year's Budget are what remains (Rupees 2,638) of the reserve, which cannot yet be regarded as an actual asset, for the estimated income may not be realized. As regards the ensuing year, the Board after providing for the maintenance of existing lines, have only been able to spare Rupees 3,500 for new works. In this Budget, provision has been made for the maintenance of the road from Oossoor to Udamancottah, which Government have recently transferred from the Imperial to the District List, but not for the road from Salem to Trichinopoly by Torriore, which the Collector states has yet to be made. Under these circumstances, the completion of this road out of the Road Fund is obviously impossible. All that can be done is to keep open a track for bullock traffic. In every district there will be wild tracks which must wait for years before good cart roads can be made through them.

16. As, however, it appears from the Conservator's letters that an annual profit of about Rupees 10,000 may be made out of these Forests, that a far less expensive kind of road would answer for bringing out the timber, it seems worthy of consideration, whether the road should not be completed in this manner out of Forest revenue. Independent of the profit derived, the working of the Forest would be beneficial, as affording relief to the other wooded tracts of the district which have been seriously drawn upon by the Railway.

17. Captain Walker makes two suggestions in the event of the road being made out of the receipts of the Forest Department. The first is that tolls, to be credited to the Department, should be levied on it. The wild and remote character of the country renders this most inexpedient. It is an essential point in the levy of tolls, that the places should be near effective supervision, in order to prevent fraud and oppression. It would be quite impossible to secure such supervision in this tract. The other proposal is that all increase in the Land Revenue should be credited to

the Forest Department. This proposal hardly needs argument. The Forest Department is but a branch of Imperial revenue, and to create a fictitious revenue for it in this manner, is simply absurd. As well might the Revenue Department take credit for the value of all the trees transferred to the Forest Department or charge it with the assessment of the land they occupy.

18. Captain Beddome's claim for the refund of a moiety of the sum of Rupees 6,000 already spent on these eight miles of road ignores the fact that his department and its customers have the gratuitous use of the roads from Denkenicottah through Oossoor to the Bangalore Railway, and from Pennagram by Dharampury to the South-West Line at Morapore, an aggregate distance of 66 miles; but, as already stated, the Road Fund has not the money to give.

No. 459. ORDER THEREON, 24th February 1869, No. 485.

Forests, No. 12.

1. Under the circumstances represented in the foregoing Proceedings of the Board of Revenue and in the communications submitted therewith, the Right Honorable the Governor in Council resolves to direct that any further expenditure which it may be deemed desirable to make for Forest purposes, on the road from Denkenicottah to Geeratty, shall be provided in the Forest Department.

2. The proposals made by the Deputy Conservator of Forests, as observed by the Board in paragraph 12 of their Proceedings, are altogether out of the question, and the request of the Acting Conservator that a moiety of the expenditure already incurred by the Forest Department on the road shall be reimbursed, cannot be complied with.

(True Extract.)

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

To the B[illegible] of Revenue.
,, the Officiating Conservator of Forests.
,, the Accountant General.

Exd. G. A. Turton.

Govt. of Madras. 24 Feb 1869.

REVENUE.

To

THE BOARD OF REVENUE.

&c., &c., &c.

Dated February, 24th.

Read.

G. O., 24th *February* 1869, No. 485.

Road from Denkenicottah to Geeratty in Salem District.—Further expenditure which may be deemed desirable to make for Forest purposes on this road, to be provided for in the Forest Department.

FEBRUARY.

Nos. 458-459.

Rec'd 11 Oct 62 to 157—6
" 13 Sept 63 " 255—6
" 5 " Aug 64 " 65—6
" 21 March 66 " 333—5
" 29 " May 67 " 574—5
" 16 June 68 " 806—7.

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S.W. 3952

BOARD OF REVENUE, MADRAS.

1868.

PROCEEDINGS, 14TH DECEMBER 1868, No 8,763.

Dept 17 Do — Encl.
Received 18

DECEMBER.

No. 8,763.

SR & C 85 24 Feb 69

Road from Denkenicottah to Geeratty—in Salem District.—Remarks relative to provision of funds for completion of,

458.-

C 13 Feby 69 19

No. 485. Revenue Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 24th February 1869.

Read the following Rs. of the 19th ult.
of 1868.

Remarking relative to provision of funds for completion of Road from Denkenicottah to Cherakby in Salem Dt. (R. C. 14 "Dec. 4/68 No. 8763)

Under the circumstances represented in the foregoing Proceedings of the Board of Revenue and in the communication submitted therewith, the Right Honorable the Governor in Council resolves to direct that any further expenditure which it may be deemed desirable to make on the road from Denkenicottah to Cherakby for Forest purposes, shall be provided in the Forest Department.

2. The proposals made by the Dy. Conservator of Forests, as observed by the 12th para 12 of their Proceedings are

are altogether out of the question, and the request of the Asst Conservator that a moiety of the expenditure already incurred by the Forest Dept. on the road should be re-imbursed, cannot be complied with.

14 Copies to Mil. Bd of Revenue Desp. No 28
13 — Offg Consr of Forests
6 — Acctt Genl

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