M.R.O. 1—38,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1120 Press ~~Mis.~~

523-524

Dated 27th April 1868

Not to be folded or roughly handled

No. 523. Read the following Proceedings of the Board of Revenue, dated 4th March 1869, No. 1,426:—

Read the following letters:—

From J. D. ROBINSON, Esq., Collector of North Arcot, to the Acting Secretary to the Board of Revenue, dated Chittoor, 11th December 1868, No. 409.

With reference to Proceedings of the Board of Revenue, dated 25th ultimo, communicating Order of Government, dated 11th idem, No. 2,831, I have the honor respectfully to solicit a reconsideration of the classification therein made, so far as it relates to Item III., forming portion of line heretofore known as Trunk Road No. X. This item is described as "the great western road from Madras to Calicut, with branches from Arcot to Chittoor and from Vaniyambady to Oossoor and the Mysore frontiers". I beg now to propose that for the words "with a branch at *Arcot* to Chittoor" should be substituted "with a branch from *Vellore* to Chittoor". The two branches merge at Pennatore—a point situated about twelve miles south of Chittoor; and although the branch thence to Arcot has hitherto been considered part of old Trunk Road No. X., and that from the same point to Vellore been treated as a distinct Imperial branch line, still this latter has, ever since the Railway was opened to Vellore station, been the grand main line; and the other has become, in respect of traffic, a mere branch of the far more important and direct line to Vellore. The so-called branch to Vellore is about five miles shorter than the branch to Arcot; but the traffic is so *very* much heavier on the former that the up-keep will be far greater than it would be for the less frequented branch from Pennatore to Arcot.

2. By acceding to my recommendation that Item III. be entered as "the great western road from Madras to Calicut, with branches at *Vellore* to Chittoor, and from Vaniyambady to Oossoor and the Mysore frontier," an absurd anomaly will be swept away, and the real main line will find place in all its continuity on the Imperial list.

3. Item III., as the Board doubtless know, is a mere portion of No. XVIII., which again bifurcates at Palmanair, one branch leading to the Bombay frontier as described, and the other to Bangalore. This latter branch has heretofore been considered a part of No. X. Trunk Road, and is, from its very nature, an Imperial line or section of line. The length of this section, from Palmanair to the Mysore frontier, is eight miles. This section should, I likewise respectfully submit, be included in the Imperial list, and Item XVIII. be modified thus: "Chittoor to Palmanair, with branch to Mysore frontier, and branch to Bombay frontier, *via* Punganoor, Madanpully, etc".

4. If these alterations are permitted there will only remain one item in the new classification of communications, for which I should desire the Board's reconsideration. The item I refer to is the so-called Trunk Road No. XIII. This has, under recent arrangements, been transferred, (most unfairly I think,) to the list of district roads; and I am in hopes that, when the report which I have now called for respecting its present condition and the cost of completion and up-keep, etc., is before the Board, they may see reason to recommend that our already over-taxed fund should be relieved of this item of charge.

From the same Officer, dated Canganellore, 18th January 1869, No. 9.

I HAVE the honor, with reference to my letter of the 11th ultimo, No. 409, to submit, for the information of the Board, copy of some passages of a letter from my Head Assistant, Mr. Wilkinson, which relate to the present condition of those sections of Trunk Road No. XIII., which came under his personal inspection.

2. I have sent a copy of the remarks to the Superintending Engineer, with request that he will communicate them, with such comments as he may see fit to make, to the Range Officer concerned.

ENCLOSURE No. 1.

Extract from a letter from F. H. WILKINSON, Esq., Head Assistant Collector of North Arcot, to the Collector of North Arcot, dated Raneepett, 22nd December 1868, No. 474.

* * * *

5. Trunk Road No. XIII. formerly ran from Arcot Coopum to Nagherry, thus giving a good road communication with Madras. This has now been ploughed up, and, from what I saw of the old trace within a few miles of Nagherry, I should say it was impossible for bandies to get along. There is thus no direct communication on this side between the Zemindary and Madras. The Trunk Road stops at Nagherry, whereas it should be carried on to Arcot Coopum on one side and Arconum on the other.

6. The road from Nagherry, as far as the head of the ghaut, is in very bad repair; earth taken from the adjoining fields has been scattered over the road, as far as the foot of the ghaut, to the depth of a foot or so, and the centre of the roadway being lower than the sides, becomes a natural water-course in the rainy season; so that this portion of the road at present resembles a ploughed field hardened by the sun. The road up the ghaut requires gravelling, as the metalling is very prominent. From the head of the ghaut to Puthoor the road is in a better condition.

* * * *

9. To return to Puthoor. The Trunk Road from here to Vadamalpet is in great need of repair. One bridge has recently been built, but others are much needed, especially one over a large nullah just beyond Tudduk, the foundation of which had, I observed, been apparently made long since.

10. The road from Vadamalpet to Poody Railway Station does not deserve the name of a road, as it is merely mud from the adjacent paddy fields heaped up to a certain height, and left to natural causes to harden and assume the form of a road. I ought, however, to add that I passed over it after heavy rain; and it had evidently only been constructed for fine and dry weather.

11. I think I may safely say that the Trunk Road stops at Vadamalpet; for no one, without great hardihood, could pretend to call the bandy-track from here to Ranigunta, interspersed as it is with several unbridged deep and dangerous channels, a Trunk Road. Considering that Rupees 50 per mile is allowed for the yearly maintenance of this road, I confess my inability to see in what way it is expended. The Engineer in charge may probably be able to give a satisfactory explanation.

* * * *

(True Extract.)

(Signed) J. D. ROBINSON,
Collector.

ENCLOSURE No. 2.

Extract from a letter from F. H. WILKINSON, Esq., Head Assistant Collector of North Arcot, to the Collector of North Arcot, dated 22nd December 1868, No. 474.

* * * *

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27th April 1869.

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12. The newly made road from Ranigunta to Erped is in very good order, but requires a coating of sand or gravel for the last few miles. From Erped to Kalastry a good tracing has been made, and the road is approaching completion; but the foundation seemed to me, in many places, to have been very badly laid.

(True Extract.)

(Signed) J. D. ROBINSON,
Collector.

From J. D. ROBINSON, Esq., Collector of North Arcot, to the Acting Secretary to the Board of Revenue, dated Chittoor 15th February 1869, No. 32.

I HAVE the honor to enclose, in further support of the proposition made in my letter, dated 11th December last, No. 409, extract of a letter from the Vellore Range Officer to the Superintending Engineer, (copy of which was furnished to me by the latter Officer,) dated 30th ultimo, No. 529, regarding the piece of road (between the bridge over the Palar at Vellore and the Railway Station), which forms part of the branch of old Trunk Road No. X. (No. III. in new classification) from Pennattore to Vellore.

2. I beg again to request that the Board will, in consideration of the facts brought to notice in this extract, and of those urged in former correspondence, move the Government to have this portion of Trunk Road No. III. re-transferred to the Imperial list, and the branch from Pennattore to Arcot set down in its place for maintenance from Local Funds.

Extract from a letter from the Assistant Engineer, Vellore Range, to the Superintending Engineer, 4th Division, dated Vellore, 30th January 1869, No. 529.

* * * *

"A TRAFFIC return, taken by me some three years ago, when the exports from Vellore were very considerable, gave the traffic as 1,000 bandies per diem. The maintenance allotment for the three-and-a-quarter miles between Vellore and the station, until the beginning of the current year, used to be Rupees 614: this year it was raised to Rupees 890, and that only after solicitations made by me year after year that the grant should never be less than at the rate of Rupees 350 per mile. The first mentioned amount of annual allotment, you will perceive, enabled me to spend, in keeping up

these three-and-a quarter miles of road, the handsome monthly sum of Rupees 51, or about Rupees 15 per mile; and this year's allotment about Rupees 23 per mile per mensem. That the whole of this portion of road needed re-metalling to a depth of nine inches was a fact patent to the late Range Officer, Mr. Howard, and to no one so well as the Superintending Engineer, Colonel Boileau, at whose requisition Mr. Howard submitted an estimate for re-metalling this road in the year 1864-65, amounting to Rupees 7,500."

* * * *

The original layer of metalling upon this road is now worn down to a mere crust, and the allowance I have for keeping up repairs upon it only suffices for patching the worn places and keeping the side channels clean. In many places the original crust has been worn through to the sub-soil, and as a consequence the dusty condition of the road is something appalling during the dry weather. I here report that this road requires to be re-metalled throughout, and that after this has been done no annual allotment less than 350 Rupees a-mile will keep it up, or maintain its surface in perfect order.

(True Extract.)

(Signed) J. D. ROBINSON,
Collector.

In these letters the Collector strongly urges that the road from Vellore to Chittoor should be declared Imperial, in lieu of that from Arcot to Chittoor; that the road from Palmanair to the Mysore frontier should be recognised as a branch of Imperial line No. XVIII.; and that the old Trunk line No. XIII. should again be placed on the Imperial list. Mr. Robinson is informed that the Board are not at liberty to re-open the classification of roads laid down in Government Order, dated 11th November 1868, No. 2,831: at the same time the Board resolve to bring to the notice of Government the fact that the Municipality of Vellore levy a toll on the road to the Railway Station, and the Board recommend that they be required, in consideration of the revenue thus derived, to keep up the road between the town and station in such condition as the Collector, who is President of the Association, and the Superintending Engineer may jointly determine. A similar arrangement is in force at Coimbatore. It is clearly inequitable that the Road Fund should have to keep up a road, while a Municipality levies and monopolises a tax on the traffic along it.

No. 524. ORDER THEREON, 27th April 1869, No. 1,120.

Miscellaneous.

THE Right Honorable the Governor in Council is not of opinion that the Collector of North Arcot has shown sufficient grounds for any change in the classification of roads prescribed in the G. O., under date 11th November 1868, No. 2,831—an arrangement which was arrived at after ample consideration.

2. The suggestion of the Board of Revenue that the road from Vellore to the Railway Station should be kept in repair by the Municipality, in consideration of their levying a toll on the traffic, commends itself to Government, and the necessary orders will be issued in the Public Department.

Proceedings of the Madras Government, Revenue Department,
27th April 1869.

3. The remarks contained in the enclosures of the Collector's second letter, relating to the condition of the old Trunk Road No. XIII. will be disposed of in the Public Works Department.

(True Extract.)

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

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

Exd. F. R. Bantleman.

Revl Department

No. 1120.

Proceedings of the Madras Government
Under date the 27th April 1869.

Read the following
Proceedings of the Board
of Revenue.

Recommending to Govt to require Municipality of Vellore to keep up road between Town & Railway Station, in such condition as Coll & Supt Engineer may jointly determine.

(M.C. 4th March 1869 No. 1426)

The Right Honorable
the Governor in Council is
not of opinion that the Col-
lector of North Arcot has
shown sufficient grounds
for any change in the clas-
sification of roads prescribed
in the G. O. under date 11th
November 1868 No 2831

1120

No.

COPY of G. O. (Revenue)

No.

BOARD OF REVENUE.

Dated [illegible]

Read.

G. O. 27th April 1869, No. 1,120.

ORDER.

The Right Hon'ble the Governor in Council is not of opinion that the Collector of North Arcot has shown sufficient grounds for any change in the classification of roads prescribed in the G. O. under date 11th November 1868 No. 2831. Read the following suggestion that the Road from Vellore to the Railway Station should be repaired by the Municipality to be considered in the Public Works [illegible]

an arrangement which was arrived at after ample consideration.

2. The suggestion of the Board of Revenue that the road from Vellore to the Railway Station should be kept in repair by the Municipality, in consideration of their levying a toll on the traffic, commends itself to Government, and the necessary orders will be issued in the Public Department.

3. The remarks contained in the enclosures of the Collector's second letter relating to the condition of the old trunk road No. 13, will be disposed of in the Public Works Department.

How will this consist with the bellac minute disposed of, if it has been sanctioned? Should sanction, whether this order can be enforced - the Municipality might be requested to consider the question of repairing the road -

Mr. Paper sent with letter to Chairman & Secretary for their information

is issued

N. R. A.

12 Copies to Rev Dept 20
28 Copies Public Dept 28 5 Dept 30
21 — P.W. Dept Dept 30

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