M.R.O. 14—13,000—27-9-24.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 248/ 428. 429	Press Mis.
Dated 22 — 10 — 19=(87)	

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 22nd October 1867.

No. 428. Read the following Proceedings of the Board of Revenue, dated 7th October 1867, No. 6,399.

Read the following letters:—

From the Acting Collector of Madras, to the Secretary to the Board of Revenue, dated Sydapet, 14th June 1867, No. 173.

1. In reply to the Board's Proceedings of the 31st ultimo, No. 3,342, I have the honor to submit a statement of the minor roads in the district which can be transferred to the Local Funds. Provision will be made for their maintenance in the Supplemental Budget now under preparation. The maintenance of the other roads are chargeable to the Imperial Funds, as some of them are railway feeders, and others form part of Imperial roads.

2. No maintenance is allowed for the road from Conjeeveram to Maclean's Choultry on Trunk Road No. 1, as it is proposed to construct a new road between these places in lieu of the one running over the Conarycoopum tank bund, which is very narrow and unsafe. The estimate for the new road will be included in the Supplemental Local Fund Budget.

Statement shewing the minor roads in the Madras District, for the maintenance of which provision is to be made from the Local Fund Budget.

Description of Works.	Amount granted.
	RS.
Road from Madras limits to Trivettore on the high road to Ennore. ...	327
Do. from Madras limits on the Basin road to Ennore	352
Do. from Trivettore to Ennore...	718
Ferry boats on the Cortellair river on the Northern Trunk Road. ...	138
Johana's road turning off from the Mount Road through Sydapet towards Poonamallee...	397
Road from Sydapet to Codumbakum	111
Do. from Chingleput to Soorappen's Choultry and Trunk Road No. 1....	684
Do. from Chengleput to Tirukalikunnum...	674
Total ...	3,311

SYDAPET,
14th June 1867.

(Signed) G. THORNHILL,
Acting Collector.

From the same Officer, dated 20th June 1867, No. 182.

1. With reference to the Board's Official Memorandum of the 5th instant, No. 569, requiring the submission, by the 15th instant, of the Supplemental Local Fund Budget, I have the honor to express my regret that I am not able to submit the plans, estimates, &c., for the roads to be undertaken from the Road Cess, as the same have not been received from the Public Works Department. The Superintending Engineer in his letter this day received, states that the Executive Officers have not sent the estimates, &c., as yet, and that he is unable even to give the probable expenditure upon each line for the current year.

2. I, however, enclose statement of the new roads recommended by Mr. Fane to be undertaken from the Road Cess collections. The probable amount of receipts under this head will be Rupees 50,000, out of which reserving about Rupees 5,000 for unforeseen and emergent expenditure, there will be a balance of Rupees 45,000. Rupees 4,311 out of this will be required for the maintenance of

roads mentioned in Part II. of the enclosed Budget. The remainder I propose to expend as follows:—

* *Vide* Part I. of the Budget.

Nos. 12, 13, 14, and 15 are the lines of roads* which have been commenced from Income Tax Funds, and which form the subject of the Board's Proceedings, dated 22nd February 1867; these roads having been sanctioned, should, I think, be proceeded with, and I propose to allot Rupees 4,000 to each.

Nos. 8, 9, 10, and 11 are roads for which estimates have been submitted, and can, therefore, be put in hand so soon as sanction is received. I propose to allot the full amount requisite for the completion of each.

For Nos. 1 to 7 no estimates have yet been received. I propose to allot the balance to these roads in such proportions as may seem advisable, in consultation with the Superintending Engineer, after the estimates have been submitted and sanctioned.

3. With regard to the Board's Proceedings of the 29th March last, No. 2,024, I beg to refer the Board to the accompanying copy of Mr. Fraser's letter, from which it will be seen that he is not, at present, able to submit estimates for the amount of work he will execute during the current year. Mr. Fraser thinks that the total amount of Rupees 60,000, now available under the head of "Cochrane's and Sadras Canal's Fund," can be expended in deepening the canal, &c. I have, however, requested him to submit regular estimates for the current year's works, and, when received, will submit them to the Board.

4. I beg to recommend that the maintenance allowance, referred to in paragraph 9 of Mr. Fraser's letter, be raised to Rupees 200 per mile, as requested by him.

From W. FRASER, Esq., Civil Engineer, to the Collector of Madras, dated 30th May 1867, No. 41.

1. I have the honor to apologize for not having replied sooner to your letters requiring information as to the probable expenditure on the East Coast Canal during the present year. Before answering your letter, I was desirous of verifying the measurements by personal observation, which I have done, having lately examined the North and South Canals throughout.

2. My Administration Report for the past year—a copy of which will be forwarded to you on Tuesday next—will shew you the present condition of the canal and other works.

The navigation is now on the whole in better working condition than it ever was, and I have appropriated as much money as I could to deepening the canal; still I quite agree with the remarks of Mr. Fane that it is not yet deep enough.—See his letter, No. 90, dated 25th April 1867.

3. The fact is that the canal was never excavated deep enough, especially in the hard places. When it was made, few of the boats carried more than fifteen tons; whilst now, some of them carry as much as forty tons, which makes a great difference in the depth required.

When the bars are open, the water in the canal is subject to the fluctuations of the tides, but the range is never so great in it, as it, is in the sea. At such times heavily laden boats drawing the maximum depth are occasionally grounded at low water; but they float away again as the tide rises.

When the bars are closed, the water stands in the canal at about mean sea level; sometimes, in very hot weather, a few inches lower.

4. The mean level of the sea is the best line we can adopt for a datum on the canal; and for this purpose I have ascertained its height at several places throughout the Sadras Canal; and at several places on the North Canal as far as Katur, twenty-one miles from Madras. During the current year its height will be fixed at several points throughout the twenty-seven miles between

Pulicat lake and Dugarazpatam, at the northern termination of the canal: without having a datum of this sort to refer to, everything connected with the excavation of the canal and salt channels must be in doubt and confusion.

5. For our purposes we may assume that the mean sea level is the normal height of the water in the canal, and that below it, the bed should be a certain depth.

It is generally understood amongst Engineers that there should be always eighteen inches of water between the bottom of a boat and the bed of a canal: as our heaviest boats draw two and a half feet, it would seem that we should have a depth of four feet.

I am not disposed to recommend the deepening of the canal to this extent at present; but I would recommend that it should be made three feet in depth below mean sea level all through: not, however, all at once, as the work which I have had estimated would cost fully 60,000 Rupees; but we might begin with the most important parts and complete the whole, say in two or three years.

6. As a matter of professional taste, I would, of course, like to see the canal deep and tolerably perfect all through; but I do not see that there is any real necessity for doing more with the remote parts of both canals, than just to keep the navigation open. If the North Canal were extended as proposed to Kistnapatam, (which is a project I should like to see the Board of Revenue advocate again,) so as to open the navigation to the trade of Nellore, the canal as far as Dugarazpatam should be deepened, and perhaps widened. The same may be said of the southern end of the Sadras Canal, in connection with the proposed extension, about ten miles southwards to Linga Chetty Choultry. This would open the navigation to a large backwater seven miles in length, which is, I understand, navigable for the greater part of the year; and it would also put the Salt works at Cheyoor in connection with Madras.

So far, then, as the deepening of the canal is concerned, I propose to send in estimates for certain portions from time to time, as I find the necessity exists.

7. Besides deepening, there are other works which should receive attention this year; such as,

I.—Repairing Shediancoopum Lock.

II.—Building lines for the Lock-keepers.

III.—Widening about a mile (at first half a mile) of the canal at Jonagapaliem and Kusbah.

IV.—Repairing the boat harbour at the Adyar.

V.—Constructing headworks at the Palar.

Estimates for these will be sent in so soon as I can have them prepared; some of them are now in hands.

8. You will see from all this that, although I cannot tell you now how much I shall require for expenditure during the year, I could spend, profitably, quite as much as there is available.

I do not, however, wish to do this if I can avoid it; partly because I should like that as much as possible of the Fund should be reserved for extension of the navigation; at the same time I beg to point out how utterly impossible it must ever be to carry out the required extension in proper time, with the surplus of current revenue.

Up to the time of my getting charge of the canal in May 1864, the annual maintenance allowance was 200 Rupees a mile: without any sufficient reason it was then suddenly reduced one-half, which I found totally inadequate, and which I was obliged to supplement with estimates from time to time.

9. I would propose that the maintenance allowance be placed on the old footing of 200 Rupees a mile, and that any extra work, the necessity for which is made apparent, be sanctioned on estimate. The entire length of the navigation is about 114 miles. This by 200 Rupees amounts to 22,800 Rupees; say 24,000 Rupees including salaries and contingencies. This is very nearly what the cost of maintenance and salaries was last year, namely, 23,763 Rupees.

With this allowance I could keep the canal in good order; and could probably execute many small works of improvement besides. My attention would be directed principally to gradually deepening the canal, as it has been for the last two years.

10. I have entered into this long explanation that the principles by which I am guided in my management of the canal may be understood: for the same reason, I should wish, unless there

is some reason to the contrary, this letter to be submitted for the consideration of the Board of Revenue.

11. I should perhaps state that the Salt works now under execution on emergent estimates, and other Salt works which have not yet been ordered, will cost this year probably eighty or ninety thousand Rupees.

ENCLOSURES Nos. 2 and 3.—Budgets.

ENCLOSURES Nos. 4 and 5.—Estimates of Receipts and Charges.

From the same Officer, dated Sydapet, 18th September 1867, No. 311.

1. With reference to the Board's Official Memorandum, No. 779, I have the honor to submit, seriatim, the following explanation on the several points therein referred to:—

2. The actual cash balance of the District Road Fund, which remained on the 1st April 1867, was Rupees 7,694-0-3.

3. The Road Cess collections require a detailed explanation.

4. The Cess Act having been introduced in January last, all collections up to the 31st March are included in the sum given in paragraph 2, as the balance at the commencement of the present official year. This sum, with the collections up to the end of March next, will be the amount available for expenditure during the current official year.

5. The demand for Road Cess upon Government lands up to the end of the past Fusly, that is, from January to June last, has been fixed, and amounts to Rs. 38,815; that upon Muttahs, Shrotriems, and Inams, has not yet been made out. Some of the Shrotriadars and others in the district having applied to enter into composition, referred to in Section 18, Act No. III of 1866, a reference was made to the Board, and as no reply has as yet been received, their applications have not been disposed of. The demand from both these sources for the same period may, however, be estimated at Rupees 15,000.

Vide Collector's letter, No. 264, dated 16th August 1867.

6. The actual Road Cess collections upon Government lands, up to August last, amounts to Rupees 26,197. The probable collections during the current official year, including arrears both on Government and Inam lands, will amount to Rupees 38,803, making a total of Rupees 65,000 available for expenditure during the current year.

7. In the original Local Fund Budget for the current year submitted on the 8th October last, a sum of Rs. 1,100 was allotted for Original Works, Part I., as shewn in the margin.

Rupees 800, for road from Uttramallur to Trunk Road No. 8.
Rupees 300, for road from Codumbakum to Sydapet.

8. The Uttramallur road was ordered to be postponed—*vide* Government Proceedings, dated 13th July 1867, No. 2,105. Separate provision is now made for the Codumbakum road in the Supplemental Budget, as desired by the Board in Proceedings, dated 7th August 1867, No. 2,075, and, therefore, this sum of Rupees 1,100 is now available for expenditure.

9. With reference to paragraph 3, I beg to submit that, as no estimates for the new works referred to in Part I. of the Budget were received from the Public Works Department at the time when my letter of the 20th June was written, the

cost of the roads and the probable amount to be spent on them during the year were not given. The estimates for the first four works referred to in the statement have not yet been received. I have, however, given the probable amount to be expended on them this year.

10. Of the two roads referred to in paragraph 4, the Uttramallur road has been ordered to be postponed, as per Orders of Government, dated 13th July, No. 2,105. The Codumbakum road, which was also referred to in a subsequent Proceedings of the Board, No. 5,075, of the 7th ultimo, is provided for in the current Budget. The Board remark that the road from Sydapet to Kandupillai's Choultry, proposed by Mr. Fane, and considered by him more important than the Codumbakum line, should be struck out of the Supplemental Budget. On this subject I will address the Board separately.

11. As to the latter part of paragraph 5, I beg to state that I have put myself in communication with the Superintending Engineer, and he thinks that the whole of the estimated amount, Rupees 6,700, for the Parandoor and Palloor road, can be expended during the current year.

12. Provision is now made for the road from Trivettore to Ponnery, and Rupees 3,000 allotted for expenditure on it during the present year.

13. As requested in paragraph 7, I herewith forward a tracing from the Trigonometrical Survey Map shewing the several roads in the district, both those already constructed and in progress, as well as those proposed to be undertaken.

14. Provision was made in this Budget for the road from Valloor to the Trunk Road No. VI near the Red Hills. The Superintending Engineer, however, suggests that it is desirable to abandon this line, and to substitute for it a road from the Cortellair anicut near Valloor along the channel bank to the Solavaram lake, and thence to the trunk road. I approve of his suggestion, and have requested him to frame a revised estimate. I have, therefore, entered the newly proposed line in the Budget, and the probable amount to be expended on it, and shall submit plans and estimates hereafter.

15. With reference to the remarks in paragraph 8, I beg to state that I have marked in red ink, in the accompanying statement of works, those roads which I intend should be undertaken by the Revenue Department.

16. The balance in hand, on the 1st April 1867, of the Cochrane and Sadras toll collections, amounting to Rupees 60,301-2-9, was not, through oversight, exhibited in the Supplemental Budget.

17. I beg to enclose copies of the Orders of Government obtained from Mr. Fraser, reducing the maintenance allowance of the Northern and Southern Canals. Mr. Fraser's letter explaining how these reductions happened is also enclosed.

18. Adverting to the penultimate paragraph of the Board's Official Memorandum under reply, I have the honor to forward, as requested, detailed particulars of the establishment and contingencies for the two canals.

From W. FRASER, Esq., C.E., Executive Engineer, to the Acting Collector of Madras, dated Mount Road, 12th August 1867, No. 89.

1. In reply to the Memorandum of the Board of Revenue, No. 779, dated 19th July 1867, (but received by me on the 28th,) I have the honor to forward the accompanying Memorandum of the annual allowances for the repairs of the East Coast Canal from the official year 1861-62 to the year 1866-67, both included. The following is an explanation to accompany the same :—

2. *In* 1861-62.—The allowance for the Sadras Canal and the North Canal as far as the boundary of Madras at Roydoor, was 200 Rupees a mile. The allowance for the twelve miles in Nellore, which were then in charge of the Nellore District Engineer, was 100 Rupees a mile.

See the Memorandum.

3. *In the year* 1862-63.—The allowance for the Sadras Canal remained as it was : so did that for the North Canal ; but, at the request of Mr. Kennedy, a sum of 5,000 Rupees was transferred from the North to the South Canal.—See Government Order, No. 1,317, dated 10th June 1862, and marked A.

This order is on a letter from Mr. Kennedy marked B., No. 9, dated 6th May 1862 ; in the last paragraph of which he says he expects that a reduction to the original 100 Rupees a mile may be recommended from and after 1863-64. The Government consequently directed this reduction to take place from the 1st May 1863.—See paragraph 3.

4. *Year* 1863-64.—Allowance for North Canal reduced according to the above order. In the month of September the twelve miles in Nellore were transferred to Mr. Kennedy ; but, at that time, the whole allowance for the year, 1,200 Rupees, was expended ; and at Mr. Kennedy's request the Government granted double allowance for the remaining seven months of the year, namely, 1,400 Rupees, making the whole allowance for that year 2,600 Rupees. Government also granted double allowance for this portion of the canal to be continued for two years.—See the Government Order, No. 2,739, dated 22nd September 1863, marked C. This double allowance expired on the 30th April 1866.

5. *Year* 1864-65—In September 1863 Mr. Kennedy included only 100 Rupees a mile in his Budget list, and this sum only was entered in the general list for expenditure in this year. There is no special Government order about it.

6. *Year* 1865-66.—The reduction made in this year's allowance was by the Controller for Petty Establishment, under Orders of Government, No. 83, dated 9th January 1866 ; but as the amount deducted is paid back to us in the way of salaries, which we had formerly to pay ourselves, unaudited, it cannot be looked upon as a deduction.

7. *Year* 1866-67.—The reduction in the allowance this year arose from the allowance for the Nellore twelve miles being reduced to 100 Rupees per mile.

8. You will see from these figures that the annual allowance has been reduced from 20,800 Rupees to 11,300 Rupees, although in reality the canal may yet be said to be under construction, as it was never excavated deep enough, and every year the boats navigating it require a greater depth.

9. It would be all the same to me if the allowance remained at 100 Rupees a mile, and that estimates were sanctioned from time to time for works, the cost of which could not otherwise be met ; but I think the best way of keeping the canal in repair, and gradually improving it, is by an annual allowance. In either case I shall expend the smallest possible amount, as I am desirous that as much as possible of the receipts from tolls, &c., should be reserved for extensions of the main canal and short lateral canals.

10. I trust that this explanation will meet what the Board require : the delay in sending it up has arisen from the difficulty the writer had in getting the necessary information from the records.

Memorandum of annual allowance for the East Coast Canal, from the official year 1861-62 *to* 1866-67, *both included.*

		Rs.
	Allowance up to 30th April 1862.	
1.	Sadras Canal	8,000
2.	North Canal to Roydoor, the then boundary of Madras and Nellore	11,600
3.	Allowance for the Nellore portion from Roydoor to Dugarazpatam	1,200
	Total per annum... ...	20,800
	Allowance up to 30th April 1863.	
1.	Sadras Canal, 8,000+5,000...	13,000
2.	North Canal to Roydoor	6,600
3.	Roydoor to Dugarazpatam	1,200
	Total ...	20,800
	Allowance up to 30th April 1864.	Rs.
1.	Sadras Canal...	8,000
2.	Madras to Roydoor	5,800
3.	Roydoor to Dugarazpatam	2,600
	Total ...	16,400
	Allowance up to 30th April 1865.	
1.	Sadras Canal	4,000
2.	Madras to Roydoor	5,800
3.	Roydoor to Dugarazpatam	2,400
	Total ...	12,200
	Allowance up to 30th April 1866.	
1.	Sadras Canal	4,000
2.	Madras to Roydoor, including allowance from Basin to Kuam ...	6,100
3.	Roydoor to Dugarazpatam	2,400
	Total ...	12,500
	Allowance for twelve months of the year 1866-67.	
1.	Sadras Canal	4,000
2.	Madras to Dugarazpatam, the allowance for the Nellore part being reduced to 1,200	7,300
	Total ...	11,300

(Signed) W. FRASER, R. E.,
Executive Engineer.

12*th August* 1867.

ENCLOSURES Nos. 2 and 3.—Revised Budgets.

ENCLOSURES Nos. 4, 5, and 6.—Abstract Estimates.

ENCLOSURE No. 7.—Copies of Government Orders.

ENCLOSURE No. 8.—District Map.

ENCLOSURE No. 9.—Plans and Estimates.

1. With the second of the foregoing letters, the Acting Collector submitted his Supplemental District Road Fund Budget for 1867-68, but as the information therein contained was incomplete, a reference was made to him. His reply is the third letter above recorded, which gives cover to revised Supplemental Budgets.

2. The original Budget shewed the income of the Fund as Rupees 6,400, exclusive of the cash balance of Rupees 4,707. The Acting Collector now gives the estimated receipts of the Fund at Rupees 69,600,* which, if added to the actual cash balance on the 1st April 1867 of Rupees 7,694, gives a total of Rupees 77,294.

	Rs.
* Road Cess	65,000
Miscellaneous receipts	4,600
	69,600

3. The appropriations in the original Budget amount to Rupees 11,040, from which Rupees 800, the allotment for the current year for the Uttramallur† road, which, in Government Order,‡ Public Works Department, dated 13th July 1867, No. 2,105, was ordered to lie over, and Rupees 80, the cost of Public Works Supervision on that amount be deducted, the net appropriations amount to Rupees 10,160. This deducted from the total of Rupees 77,294, leaves an available balance of Rupees 67,134.

† Item No. 31.

‡ Communicated in G. O. Revenue Department, dated 19th July 1867, No. 1,606.

Rs.
17,294
70,160
67,134

4. Part I. of the Supplemental Budget contains seventeen works, which are noticed below. The first ten works are fresh proposals made by the Collector, in consultation with the Superintending Engineer, and estimates for six§ of them are now before the Board, and will be shortly submitted to Government.

	Rs.
§ Road from Oottukaudoo to Trunk Road No. III	21,360
Do. near Vulloor to Trunk Road No. VI	10,000
Do. from Ponnery to Pulicat ...	11,500
Do. from Maclean's Choultry to Conjeeveram	3,550
Do. from Ponnery to Punjetty ...	2,750
Do. from Puduvoil on Trunk Road No. VI to Arnee	2,930

5. The next four* works have been provided in the Budget with reference to paragraph 47 of the Government Order, Public Works Department, dated 14th December 1866, No. 3,938, and the Board's Proceedings, dated 12th August 1867, No. 5,187.

	Rs
* Road from Trivellore to Nagalapuram	21,400
Do. Ootukaudoo to Suttivadu ...	13,300
Do. Suttivadu to Kowrapett ...	19,000
Do. Chinna Mootten Chavady to Sheala Moodelly's Choultry ...	13,300

6. The fifteenth work is the road from Trivettore to Ponnery, for which an estimate, amounting to Rupees 40,000, has been received. This work is included in the Budget with reference to the Orders of Government marginally noted. The amount of the estimate is given in the Superintending Engineer's letter, printed with the first of these Orders, as Rupees 40,500; but as this document was returned to Government, the Board are unable to compare it with the present estimate, which will be shortly submitted to Government.

G. O., R. D., dated 1st May 1867, No. 985.
Do. do. ,, 20th May ,, ,, 1,130.

7. The sixteenth work is the Parundoor and Palloor road at an estimated cost of Rupees 6,700, and is provided in the Budget, with reference to Government Order, Revenue Department, dated 18th May 1867, No. 1,126. The estimate for the work is now in the Board's Office, and will be submitted for the formal sanction of Government.

8. The seventeenth work is for completing the road from Sydapet to Codumbakum at a cost of Rupees 2,800. The Acting Collector has allotted the same amount, by disallowing the sum of Rupees 1,000 provided for the work in the original Budget. The Board have retained this provision, as it is not necessary to disallow what has already been allotted and sanctioned. They have, therefore, entered only Rupees 1,800 in the present Budget to be executed by the Public Works Department. No estimate for the work has been submitted. The Acting Collector is requested to expedite its submission.

9. Another work has been added to the Budget in the Board's Office, namely, the bazaar road at Palavaram at a cost of Rupees 1,150, which was sanctioned in the Board's Proceedings, dated 25th July 1867, No. 4,775, and which the Acting Collector should have included in his Budget.

10. Part II. of the Supplemental Budget contains nine works, the first eight† of which are transfers from the Public Works Budget of the current year. The last or the ninth work‡ appears to have been newly proposed by the Acting Collector.

† No. in Government List.	Rs.
3	327
4	352
7	718
8	138
9	307
13	111
21	684
22	674

‡ Road from Wallajahbad to Sunkwar Choultry on Trunk Road No. I, Rupees 1,000.

11. The first letter above recorded is in reply to Government Order, Revenue Department, dated 28th May 1867,

No. 1,207, which gives cover to a list of maintenance grants for certain Imperial lines, which are proposed to be transferred to the District Road Fund Budget. Of the twenty-six items enumerated in the list in question, as appertaining to the Madras District, the Acting Collector has provided in the present Budget for eight as noticed above. As, however, these roads are in the Department of Public Works Budget for this year, this provision is unnecessary. The others, eighteen in number, he excludes as being part of trunk lines or railway feeders. Mr. Thornhill is, however, in error in supposing that railway feeders are Imperial. The only roads in the district coming under that category are the four Trunk Roads Nos. 1, 6, 8, and 13, and the purely Salt lines Covelong to Chingleput and Cheyoor to Trunk Line No. 8.

Number in Govt. List.		Rs
1.	Road from Madras boundary to Yerkenjary	160
2.	Do. Yerkenjary to Railway Station at Perambore	914
10.	Do. Elphinstone's Bridge to its junction with the road to Saint Thomas' Mount near Maltby's gate ..	1,164
11.	Do. from do. to Elliot's beach ...	528
12.	Do. from Marmalong Bridge to Guindy Park gate	201
17.	Do. from Sahib's Choultry to Vendalore Choultry, being part of Southern trunk road	1,990
18.	Roads in Guindy Park	708
23.	Quarry road from Trunk Road No. I	1,650
24.	Causeway across the Palar river near Chingleput on Trund Road No. 8	974

12. Item No. 20, at a cost of Rupees 545, for the repairs of the road from Conjeeveram to Maclean's Choultry on Trunk Road No. I, has been omitted from the Budget, as it is proposed to form a new road between those two places, in lieu of the one running over the Canaryeoopum tank bund, which is stated to be very narrow and unsafe. Provision for this new road has been made in Part I. of the Budget at a cost of Rupees 3,550.

13. The Board request that provision for the remainder* be made from the Road Fund in next year's Budget, for these as well as for the other eight grants recommended by him. Provision has already been made for these works in the Public Works Budget of the current year. This will relieve the Public Works Budget of next year, of about 10,000 Rupees.

* Item No. 5, Road from Red Hills, viz., Madras boundary to Paper Mills ... Rs. 354
Do. ,, 6, do. on Colattoor tank bund 39
Do. ,, 14, do. from St. Thomas' Mount to Poonamallee 1,148
Do. ,, 15, do. from do. to Sydapet 1,684
Do. ,, 16, do. from Marmalong Bridge to Pullicarney to Trunk Road No. VIII ... 957
Do. ,, 19, do. from Poonamallee to Avady 904
Do. ,, 25, do. from Chottapakam to Cheyoor... ... 730
Do. ,, 26, Special repairs to roads. 500

14. No provision appears to have been made in the Budget under the head "Reserve," an omission which will now be supplied by the Board.

15. With reference to the foregoing remarks, the Board have caused Parts I. and II. of the Budget to be revised in their Office. An abstract is given below :—

		Rs.
By Public Works Department ..	Original Works	41,430
	Repairs.	1,000
		42,430
By Revenue Department	Original Works	12,700
	Repairs	...
		55,130

Add	
Public Works Supervision at ten per cent. on the estimated expenditure	4,243
rve at ten per cent. on Rupees 63,200, difference between Rupees 6,400 and Rupees 69,600	6,320
	65,693

sum, deducted from the available balance of Rupees 67,134 shewn in 3 of these Proceedings, leaves a surplus balance of Rupees 1,441. The uest that the proposed expenditure of Rupees 65,693 may receive the f Government.

The transactions on account of the Cochrane's and Sadras Canal Funds separately from those of the District Road Fund, though in Government venue Department, dated 5th March 1866, No. 566, it was directed that ds of the tolls and licenses collected on the canals should be credited r Fund. The Board learn that, under instructions from the Accountant he Acting Collector opened a separate heading in his Local Fund tyled "Cochrane's and Sadras Canal Funds;" and the Board are also of at this Fund should be kept distinct in order that the Fund may be exclusively upon the canals.

17. The cash balance of the Canal Fund on the 1st April 1867 is given as Rupees 60,301, and the expected receipts during the year as Rupees 43,000, so that the sum available for expenditure may be set down at Rupees 1,03,301.

RS
60,301
43,000
1,03,301

he expenditure to be incurred on account of Cochrane's and Sadras xhibited in the Abstract Estimate of Charges under the following

	Rs.
Construction of Canals	24,000
Repairs of do.	26,000
Establishment	2,692
Contingencies	60
Cost of Public Works Supervision	5,000
	57,752

e first item will be entered in the Budget, but it must be understood n of the amount can be spent, until estimates for specific works are i sanctioned.

regards the second item, it is not known on what data the amount is es 26,000. The entire length of both the canals is given by Mr. t 114 miles, but according to the Public Works Budget of 1865-66, h is 110 miles, as particularized below:—

hern Canal from the Basin at Madras to the boundary	
ydoor of the Madras District	58 miles.
. from Roydoor to Dugarazpatam	12 ,,
hern Canal from Madras to near Sadras	40 ,,
	110

The present allowance for the maintenance of the canals is Rupees 100 per mile, which Mr. Fraser declares to be inadequate, and wishes to be increased to Rupees 200. He stated in paragraph 8 of his letter to the Collector of the 30th May 1867, No. 41, which forms an enclosure to the second letter above recorded, that in May 1864, when he took charge of the canals, their annual maintenance allowances were without any sufficient reason suddenly reduced by one-half. The Board referring to the Public Works Budgets observed that those allowances were reduced gradually under orders from Government in the Public Works Department; but as these orders were not communicated to the Board, they called for their copies, which have been furnished by Mr. Fraser. On a perusal of these orders, the Board are confirmed in their opinion, and find that the reduced rate of 100 Rupees per mile was specially authorized in the Orders of Government noted in the margin, which were passed on the recommendations of Mr. Kennedy, Mr. Fraser's predecessor.

Public Works Department, dated 10th June 1862, No. 1,317.
Do. 22nd September 1863, No. 2,739.

21. The Board must, therefore, retain the reduced rate of the maintenance grant, leaving it to Mr. Fraser to submit proposals from time to time for depening such portions of the canals as may be found to require it; these charges can be met from the provision of Rupees 24,000 made on account of new works.

110 miles, at 100 Rupees per mile = 11,100.

22. The third and fourth items of Rupees 2,692 and Rupees 60 on account of establishment and contingencies will be provided for in the Budget.

23. The fifth item will be regulated with reference to the expenditure to be incurred by the Public Works Department.

24. The Board have caused a separate Budget to be prepared in their Office for the Canal Fund, which shews a total expenditure of Rupees 41,252, which if deducted from the total assets of Rupees 1,03,301, leaves an available balance of Rupees 62,049.

Rs.
1,03,301
41,252
62,049

25. In paragraph 7 of his letter of the 30th May 1867, Mr. Fraser mentions that, besides the work of deepening the canals, the undermentioned works should receive attention during the current year.

First.—Repairing Shediancoopum Lock.

Second.—Building lines for Lock-keepers.

Third.—Widening about a mile (at first half a mile) of the canal at Jonagapaliem and Kusbah.

Fourth.—Repairing the Boat harbour at the Adyar.

Fifth.—Constructing headworks at the Palar.

The Board request the Acting Collector to call upon Mr. Fraser to furnish, at an early date, the necessary estimates for those works.

26. Mr. Thornhill should ascertain from Mr. Fraser, whether the necessary plans and estimates have yet been prepared for extending the canal northwards towards Kistnapatam, and southwards to Linga Chetty Choultry. He should procure and forward these documents if prepared at an early date; if not, he should arrange for their early preparation.

27. No provision is made in the Budget for the establishment employed at the Shediancoopum Lock. The Board believe that this establishment is paid from the Canal Fund, and therefore request to be informed why it has been omitted from the Budget.

28. The Acting Collector is requested to state whether the ordinary repairs of both the canals cannot be performed by the Revenue Department, instead of through the Public Works Department.

REVISED SUPPLEMENTAL DISTRICT ROAD FUND BUDGET FOR 1867-68.

PART I.—Original works to be executed out of the District Road Fund.

Executive Division or District.	Project. No.	Locality.	Description.	Amount of Estimate.	Computed expenditure up to 31st March 1867.	Amount required in 1867-68. By Public Works Dept.	By Revenue Dept.	Total.	Remarks.
			COMMUNICATIONS.	RS.	RS.	RS.	RS.	RS.	
MADRAS DISTRICT.	1	.....	Road from Wallajabad to Trunk Road No. VIII near Irumbaliyur.	7,240	...	1,000	...	1,000	Estimates will shortly be submitted.
	2	.....	Do. from Lattice bridge to Teroporur.	9,220	...	...	3,000	3,000	
	3	.....	Do. from Kunnatur to Streeperumbudur.	7,130	...	1,000	...	1,000	
	4	.....	Do. Coovam, &c., villages to Poonamallee or old Poincers' Road.	3,280	...	...	2,250	2,250	
	5	.....	Constructing a second class road from Oottukottah to 22nd mile on Trunk Road No. VI viâ Periapolium.	21,300	...	4,000	...	4,000	Do. do.
	6	.....	Do. from one mile west of Vulloor to Trunk Road No. VI on the 12th mile.	10,000	...	2,000	...	2,000	Do. do.
	7	.....	Do. from Ponnery to Pulicat viâ large village Madur.	11,500	...	3,000	...	3,000	Do. do.
	8	.....	Road from Maclean's Choultry to Conjeeveram.	3,550	...	...	3,550	3,550	Do. do.
	9	.....	Do. from Ponnery to Punjetty ...	2,750	...	...	2,750	2,750	Do. do.
	10	.....	Do. from Puduvoil on Trunk Road No. VI to Arnee.	2,930	...	2,930	...	2,930	
	11	.....	Do. from Trivellur to Nagalapuram	21,400	9,000	4,000	...	4,000	Paragraph 47 of G. O., Public Works Department, dated 14th December 1866, No. 3,938.
	12	.....	Do. from Oottookottah to Suttivadu	13,300	2,997	4,000	...	4,000	
	13	.....	Do. from Suttivadu to Kowrapett.	19,000	7,736	4,000	...	4,000	
	14	.....	Do. from Chinna Mootten Chavady to Sheala Moodelly's Choultry on Trunk Road No. VI.	13,300	5,000	4,000	...	4,000	G. O., Revenue Department, 10th January 1867, No. 78.

15	.....	Road from the road from Trivettore to Ponnery.	40,000	...	3,000	...	3,000	G. O., Revenue Department, dated 20th May 1867, No. 1,130. Estimate will shortly be submitted
16	.....	Do. from a point on the Kambakal channel viâ Parundur to Palar Tramway Station.	6,700	...	6,700	...	6,700	G. O., Revenue Department, dated 18th May 1867, No. 1,126.
17	.....	Completing the road from Saidapett to Codumbakum.	2,800	...	1,800	...	1,800	In addition to the sum of Rupees 1,000 provided in the original Budget Item No. 30. Estimate will shortly be submitted
18	.....	Construction of the bazaar road at Palavaram.	1,150	...	...	1,150	1,150	Sanctioned by the Board in their Proceedings, dated 25th July 1867, No. 4,775.
		Total...	...	...	41,430	12,700	54,130	

(Signed) R. A. DALYELL,
Secretary.

MADRAS,
October 1867.

REVISED SUPPLEMENTAL DISTRICT ROAD FUND BUDGET FOR 1867-68.

PART II.—Repairs to be executed out of the District Road Fund.

District.	Repairs.			Amount required in 1867-68.		
	No.	Locality.	Description.	By Public Works Department.	By Revenue Department.	Total.
			COMMUNICATIONS.	RS.	RS.	RS.
Madras ...	1	.....	Road from Walajabad to Sunkwar Choultry on Trunk Road No. I	1,000	.....	1,000

(Signed) R. A. DALYELL,
Secretary.

MADRAS,
October 1867.

Works to be executed out of the Cochrane's and Sadras Canal Fund for 1867-68.

District.	Project.			Amount required in 1867-68.		
	No.	Locality.	Description.	By Public Works Department.	By Revenue Department.	Total.
			COMMUNICATIONS.	RS.	RS.	RS.
			Navigable Canals.			
Madras ...	1	.....	Construction of Canals ...	24,000	...	24,000
	2	.....	Maintenance of the Northern Canal from the Basin at Madras to the boundary Roydoor of the Madras District, 58 miles, at 100 Rupees per mile.	5,800	..	5,800
	3	.....	Do. from Roydoor to Dugarazpatam, 12 miles, at do. do.	1,200	...	1,200
	4	.....	Do. Southern Canal from Madras to near Sadras, 40 miles, at do. do.	4,000	...	4,000
				35,000	...	35,000
			Cost of Public Works Supervision at ten per cent. on the expenditure.	3,500	...	3,500
			Cost of Establishment for the Cochrane's and Sadras Canals including contingencies.	2,752	...	2,752
			Total...	41,252	...	41,252

(Signed) R. A. DALYELL,
Secretary.

MADRAS,
October 1867.

No. 429. ORDER THEREON, 21st October 1867, No. 2,481.

Local Funds, No. 19.
Account.

1. The Supplemental Budget Estimates, submitted with the above Proceedings, are sanctioned as revised by the Board.

2. The Government approve the opening of a distinct head under Local Funds for the Coast Canal receipts and disbursements.

3. It is observed that a very large balance on this last account is estimated as likely to remain on hand at the close of the year, and it is desirable that preparations should be made for expending this usefully next year, should this anticipation be fulfilled.

(True Extract.)
(Signed) W. HUDLESTON,
Secretary to Government.

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

Exd. S. T. Augustin.

Nr. 21481.

[illegible]

22. Oct. 67.

Pro 5th March 1868 No 74-75
10 Sept 67 — 15: 8
1 May — 9-10
18 — 258-9
20 — 298-9
28 May — 419-60
19 July — 615-6
22 Augt — 435-8-

Pro. B. of Revs 4/5 Nov.
6 No. 471-

Rev: 1867. Diplomatic
Bo of Govt for Gen.

No. 2723.

PROCEEDINGS OF THE BOARD OF REVENUE.

Dated 7th October 1867.

Dep. Sec.
Rd 12
E.g. Sharrebunnah

No. 6,393.

Reviewing Supplemental District Road Fund and Canal Fund Budgets of Madras District for 1867-68 requesting sanction of Government to parts I and II of former as revised by Board, and desiring Collector to furnish information regarding certain canal work.

No. 1,28-1,2

9 Nov 81-22 C.C.