

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 2841	Press Mis.
560.561	
Dated 29-11-	1868.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
29th November 1867.*

No. 560. Read the following Proceedings of the Board of Revenue, dated 8th November 1867, No. 7,316:—

Read the following letters:—

From the Collector of Bellary, to the Secretary to the Board of Revenue, dated 24th June 1867, No. 114.

With reference to the Proceedings of the Madras Government, Revenue Department, dated 13th June 1867, No. 184, requesting me to report, through the Board, whether there is any necessity for special legislation in respect to the prevention of solid-wheeled and stone-wheeled carts on metalled roads, I have the honor to state that since my service in the Ceded Districts commenced nineteen years ago, the solid-wheeled carts, then nearly universal, have been almost re-placed by wheeled carts of the ordinary construction. The opening out of roads, and the progress in prosperity of the country, have led to the substitution of improved vehicles, and to the disuse of barbarous modes of conveyance; so that, I think, there is no cause to resort to legislation for the check of a mode of traffic which the people are sufficiently ready to abandon.

From the Collector of Cuddapah, to the Secretary to Government, Revenue Department, dated 16th July 1867, No. 26.

13th June 1867, No. 1,327.

* *Vide* letters to Government, dated 6th February 1865, No. 5, and 30th Jan. 1866, No. 4.

With reference to the Government Proceedings, as per margin, I have the honor to state that I think an Act should be passed to prevent any solid-

wheeled and stone-wheeled bandies going on any road which is repaired from the Road Cess Fund.

Transferred to the Board of Revenue.

(Signed) W. HUDLESTON,

Secretary to Government.

18th July 1867.

From the Acting Sub-Collector in charge of North Arcot, to the Secretary to the Board of Revenue, dated Chittoor, 18th June 1867, No. 164.

I have the honor, with reference to the Proceedings of Government, dated 13th instant, No. 1,327, to report that, from a pencil note left by Mr. Robinson, I find that solid-wheeled bandies are little used in this district, except in the highlands of Palmanair and Punganoor, and occasionally here and there for conveyance of manure to fields, and that, therefore, no special provision is required for prohibiting their use on metalled roads so far as this district is concerned.

From the Collector of Kurnool, to the Secretary to the Board of Revenue, dated 17th June 1867, No. 177.

1. With reference to Government Order, No. 1,327, Revenue Department, Miscellaneous, dated 13th June, I have the honor to inform you that I do not think it necessary to introduce an Act prohibiting the use of solid-wheeled or stone-wheeled bandies on metalled roads.

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2. I do not myself see how they can particularly damage the roads more than any other kind of wheels, for it is not the material that damages the roads, so much as the narrowness of the tire of the wheel. If narrow-tired wheels were kept off the metalled roads, it would prevent the use of American Equirota cars, the best conveyances known for speedy travelling in the district.

From the Collector of Salem, to the Secretary to Government, Revenue Department, dated 11th July 1867, No. 34.

1. With reference to the Proceedings of Government, Revenue Department, dated 13th June 1867, No. 1,327, I have the honor to inform you that serious complaints have been made in different parts of this district on account of the damage done by Woodders driving their roughly constructed carts with solid wheels on the roads.

2. The Sub-Collector lately wrote on the subject, requesting to know what steps he could take to carry out the instructions contained in the Proceedings of Government, Public Works Department, No. 3,592, dated 15th December 1864, as he doubted whether there was any Section in the Penal Code that would apply. Extracts of his letters are herewith forwarded. I am myself of opinion that it would be well if there was a special provision of law on the subject, for, as matters now stand, the hands of the Magistrate are tied, and unable to prevent the destruction carried on. I remember, when in North Canara, there was a heavy toll levied on these description of bandies, but then, as they were only used on the Devamony ghaut, one toll gate sufficed to cause their being abolished. In this district, this description of bandy is used not on one road only, and it would therefore be impossible to have recourse to tolls. Either a heavy tax, or a law forbidding the use of solid wheels on public roads, is the only way, I can conceive, to prevent our roads from being cut up as they now are.

Extract from a letter from the Acting Sub-Collector of Salem, to the Collector of Salem, dated 23rd November 1866, No. 706.

1. With reference to the Proceedings of Government, Public Works Department, No. 3,592, dated December 15th, 1864, I have the honor to bring to your notice that the order, directing that, from the 1st January 1866, no "solid-wheeled carts will be allowed to come on any metalled road," has not been brought into effect in this division.

2. I imagine that this has not been done owing to my predecessors being at a loss, as I am also, to find legal means for carrying out the order in question.

3. It is true that charges of offences punishable under Section 426 or 431 of the Indian Penal Code might be entertained against persons driving solid-wheeled carts on metalled roads; but I doubt, if convictions were obtained, whether they would hold on appeal, and if they did, the amount of extra work which would devolve on the Magistracy would be very great indeed.

4. In this part of the district, the number of solid-wheeled carts far exceeds that of those of the improved kind, and the damage done by them is very great indeed.

5. Many of our local roads are metalled, or partially so; and when they are gravelled, this is done because metal is not obtainable, or is only procurable at such a distance that breaking and carting would absorb nearly the whole of the annual allotments.

6. It is most disheartening, after taking a great deal of trouble to make a road passable, and putting it into such a state of repair, that with the traffic of properly wheeled carts, it would

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wheels of every shape but circular pass over it, for perhaps a couple of months, and absolutely grinds the centre of the road down into a parallel line of ditches some foot or eighteen inches deep, which, when a shower of rain falls, serve as water channels and cut up the road so much that in a short time it becomes like a nullah, the centre low, and the sides high. The trouble, the work, and money of a whole year are thus thrown away, and when a fresh grant comes, everything has to be done *de novo*, only to be again destroyed.

7. I take a deep interest in roads, both local and imperial, as I consider that the opening of new communications, and the maintenance of old, contribute largely to the well-being and prosperity of the country. I have tried every means in my power, short of criminal prosecutions, to prevent injury being done to the roads under my care by solid-wheeled carts, but in vain; speaking and argument are not of the slightest use, and if obstructions are put on the roads to drive carts on to another part, which is not much damaged, and so cause all of it to be equally used, they are immediately removed by the united efforts of the first gang of bandymen that encounters them, and cart after cart goes on in the track of the one which has preceded it, ploughing up the road and damaging it most seriously.

8. The question is one which calls for grave consideration. Large sums of money have been annually for many years expended on the roads in this division, and the greater part of this has been literally wasted. Unless stringent measures to check the existing evil are not speedily taken, this waste will continue for every succeeding year during which it is left unnoticed, and the roads, particularly those maintained from Local Funds, will remain what they now are, as bad as they well can be.

9. In the opinions which I have now expressed, I believe myself not to be singular, as I have heard both Revenue and Engineer Officers speak in very much the same terms. The matter, I know, has been under discussion before; but the orders then passed appear to be such that it is next to impossible to carry them out.

Extract from a letter from the Acting Sub-Collector of Salem, to the Collector of Salem, dated 15th February 1867, No. 81.

1. I have the honor to solicit your attention to my letter.* I am induced to do so on account of the extreme injury which is being done by Woodders' carts to the newly repaired local roads under my charge, more especially in the Huzoor talook.

2. It is a hopeless task taking the trouble, which I personally do, to see the repairs to my roads properly carried out, and then to find them torn up in a couple of months time by carts which would destroy any road but the only one for which they should be allowed, one paved with boulders.

3. Until some decided action is taken to get rid of these vehicles, the annual expenditure on local roads must of necessity be very heavy.

Transferred to the Board of Revenue, with reference to the Government Order quoted by the Collector.

(Signed) W. HUDLESTON,
Secretary.

15th July 1867.

1. Government in their Proceedings, dated 13th June 1867, No. 1,327, desired the Board to obtain reports from the Collectors of Bellary, Cuddapah, Kurnool, North Arcot, and Salem, as to the desirability of obtaining an Act to prevent the use of solid-wheeled bandies on metalled roads, for the maintenance of which a Road Cess is levied.

