M.R.O. 14—18,000—27-8-34

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 932 Press Mis.

36-36

Dated 25-4-1865

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
25th April 1867.

No. 360. Read the following Proceedings of the Board of Revenue, dated 15th April 1867, No. 2,382:—

Read the following Proceedings of the Madras Government, dated 26th March 1867, No. 717, Revenue Department.

Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 19th March 1867, No. 80.

The Agent of the Great Southern of India Railway having, in compliance with my request, furnished a list of the roads which he considers urgently required as feeders to the Great Southern of India Railway, and the Superintending Engineer, 6th Division, having reported thereon in submitting them to Government, I have the honour to state that the Agent has read the report of the Superintending Engineer, and that he agrees generally with Captain Oakes in the result of his arguments, though not altogether with his reasons.

ENCLOSURE No. 1.

From W. S. BETTS, Esq., Agent and Traffic Manager of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 29th October 1866, No. 2,191.

1. In compliance with the request contained in your letter, No. 262, of the 9th instant, I have the honour to attach hereto a list of the roads which I consider are needed as feeders to the Great Southern of India Railway. In cases where the route of a proposed road has been surveyed by the Public Works Department, I have added the amount of the estimated cost of the feeder. As I cannot speak from experience of the wants of the Errode extension portion of the line, I have adopted the list recommended by Captain Lindsay and the local authorities.

2. In my opinion the road which would prove the *most* useful, both for local as well as railway purposes, is that from Boodalore to the north. We could well afford to dispense with the road to the south of that station, if by doing so the construction of the northern road could be secured.

3. With regard to this northern road, the Collector of Tanjore wrote, (letter No. 856, 4th September 1863,) "I fully concur with Mr. Betts in thinking that a road northward from "the Boodalore station, and taken through Trichinopoly to join the road passing from Triviar to "Trichinopoly, would tend in a great measure to extend the railway traffic, and would be a great "advantage to the country on the north side of the railway."

Government state in Order, No. 1,316, of the 26th April last, they "are satisfied that the "construction of the proposed road from the railway station at Boodalore to Tirupattapully on the "south bank of the Cauvery, would open up a fertile tract of country which is, at present, from the "want of means of communication, almost entirely isolated, and that a considerable amount of produce "would be carried along it to the railway, but as, from the nature of the country to be crossed, the "road could not be made under the sum of Rupees 83,700, or nearly Rupees 20,000 a mile, the "increased receipts from the goods traffic on the railway would not return a fair per-centage for the "outlay." * * *

With regard to the increased railway receipts, which the making of such a road would produce, I would respectfully recall the attention of Government to the estimate I gave in 1863; the "extent "of cultivated lands in the Tanjore district only, which this road would in some measure serve, is "43,780 acres, if only one-fourth of the produce of this land found its way by railway to the coast, and "a reduction of 50 per cent. was made therefrom for working expenses, a net profit of Rupees 31,738 "per annum would be the result. I do not take into account the salt and other goods we should carry "back." Say even that my estimate is double what it should be, and that no back traffic would be carried, still we should have a return of Rupees 15,869 per annum, or upwards of 18 per cent. upon the estimated cost of the road.

4. No allusion is made in this letter to the state of disrepair which the existing roads are now in. On this subject Government will probably be informed by some other department.

ENCLOSURE No. 2.

List of Roads required as Railway feeders for the Great Southern of India line.

		Department of Public Works' Estimate.
		RS.
Keevalore...	... South to Keliur	51,000
	North to Nagore and Parellam road	96,000
Kordacherry	... South to Lutchmangoody	12,100
Saliamunglum	... South to Road No. 7	21,000
Boodalore...	... South to Singaputty	14,200
	North to Tirukatpully	83,700
Cottraputty	... North to Kovilady	17,800
Terovembore	... North to the Vennar head.	

The following roads for the, at present, unopened portion of the line have been recommended by Captain Lindsay, R. E., (see his letter, No. 430, 4th August 1864, to the Secretary to Government, Fort Saint George); by the (then) Superintending Engineer; and by the District Collectors, Trichinopoly district:—

Mossery to Cunnanoor and Toriore, N. E...	43,000
Vettycutty to Tottiem, N...	2,600
Kulitalay to Manaparay, S...	34,000
Kattaputar to Vallayapetta, N.	21,200

Salem District.

Chittalundur to Sholasaramany.
Codinuddy to Valoor, Yeddyaur, and Parampattay.
Sholasaramany to Sadarpallum.

Coimbatore District.

Caroor to Neroor, N. E.
,, Dindigul, S.
,, Aravatorchy and Dindigul, S.
,, Vangul, N.
,, Daraparam, S. W.
Cudumudy to Kangyan, W.
,, Paranutty, S.
,, Chinnia Davaparam, S.
Malliampollium to Chenciully, S. W.
Neroor to Cudunuddy by the bank of the Cauvery.

(Signed) W. S. BETTS,
29th October 1866. Agent of the Great Southern of India Railway.

ENCLOSURE No. 3.

From Captain R. F. OAKES, R. E., Superintending Engineer, Sixth Division, to the Consulting Engineer for Railways, dated Tanjore, 5th January 1867, No. 1,171.

1. I have the honour to reply to your letter, No. 500, dated 30th November 1866.

2. In the letters embodied in Government Order, No. 2,496, dated 8th August, my views relative to six of the roads entered in the list are stated. I will, however, take the roads in the order in which they appear in the list forwarded by you.

11 miles.

3. Road from Keevalore to Keliur for reasons stated in letter, No. 464, I do not regard this road as likely to be of much use as a railway feeder. The part of the country it taps is highly cultivated, but the road would not pass through many large villages. The Mirasidars of

some of the larger villages in this portion of the district have lately expressed their willingness to give up the land required, and to carry out the earthwork, if Government will construct the masonry works on a line from Keevalore in a south-west direction to join Road No. 35, at Vellivalem, about two miles from the Hurrischendranuddy river. Calculating roughly, this line will cost about Rupees 48,000, of which the masonry work will require about Rupees 32,000, so the villagers will undertake about one-third of the work, and the fact of their doing so is a very good criterion that the road is required, but I doubt whether it will be of much use as a railway feeder. I am in communication with the Collector on this subject, and if the road is carried out, it will in a great measure supersede the railway feeder to Keliur.

4. A branch from Shalagudy on this road to Keliur may perhaps be eventually provided, and if so, the two roads together will tap a far larger area than the railway feeder originally proposed.

16¼ miles.

5. With regard to the road from Keevalore northwards to join the Paralem and Nagore road, I beg to call your attention to paragraphs 5, 6, 7, and 8 of my letter, No. 464, dated 23rd July.

In Proceedings, Madras Government, No. 2,496, of 8th August.

6. The road* from Kordacherry southwards to Lutchmangoody, or to join Road No. 35 is in progress, as also the road† from Boodalore to Singaputty, funds having been provided for them from Local Funds.

*4¾ miles.

†5¼ „

7. The road from Saliamungalum southwards to Road No. 7 would tap a very poor country indeed, and would connect the road between Munnargudy and Tanjore with the railway, about halfway between Nedamungalum and Tanjore; Road No. 15 now connects Mannargudy and Nedamungalum, and as the roads from the south meet at Mannargudy and by No. 15 is the shortest route to the railway line, it is clear that a branch from Saliamungalum to meet a diagonal road, such as No. 7, which has no auxiliary feeders, and which passes through a very thinly populated and very sparsely cultivated portion of the district, would be of comparatively little use.

‡ 4¾ miles.

8. With regard to the road‡ northwards from Boodalore to Tirukatpully I would call attention to Lieutenant-Colonel O'Connell's remarks.§ The road would undoubtedly be a very useful one, but its enormous cost is a serious obstacle to its construction. In a scheme lately submitted to Government in connection with the regulation of water in the Cauvery and its main branches, it has been proposed to construct a bridge over the Codamoorty and Cauvery rivers; when this bridge is constructed Tirukatpully may be connected with Road No. 2, or the old Madras and Salem road, at a small cost, and the area tapped by the road if then constructed will be far greater than that which would be tapped by the road from Boodalore to Tirukatpully, which is on the south bank of the Cauvery. The construction of the road should, therefore, be postponed for the present.

§ In Proceedings, Madras Government, Financial Railway Department, No. 691, of 26th October 1864.

9. The road‖ from Cottraputty to Kovilady should be abandoned, if there is a prospect of connecting Boodalore and Tirukatpully on the one side, and Terovembore and the Vennar head on the other. The advantage of these two roads will be that they will connect Road No. 2 with the railway line, while the estimate of Rupees 17,800 for the road from Cottraputty to Kovilady provides for a road only up to the south bank of the Cauvery, and will, if constructed, only take away traffic from the other two lines. Three short feeders of 4⅞, 4⅞, and 2⅝¶ within a distance of fifteen miles are unnecessary.

‖ 4¾ miles.

¶ miles.

10. Mr. Betts's estimate of the area of cultivated land to be tapped by the road from Boodalore northwards is, in my opinion, far too high even if the roads from Cottraputty to Kovilady and from Terovembore to the Vennar head were not to be formed, but he also advocates the construction of these roads. Again, he calculates the return from produce finding its way to the coast from this portion of the district. In going into the subject of exports lately, I have been quite surprised to

find how small the exports of grain by sea have been, the produce of the land it is proposed to tap does not now find its way to the coast, it finds a market to the west and south-west, and there is no reason to believe that, when connected with the railway, its course will be changed for the lands to the eastward which now supply the coast trade are more than sufficient for that trade. A very large portion of the produce from this part of the country finds its way to Madura, and it is very doubtful whether the railway would be much used in conveying it as far as Trichinopoly; using the railway would certainly save a few miles of land carriage, but it would necessitate loading and unloading twice, and unless Companies are started for the conveyance of grain southwards from Trichinopoly, and bandies can be procured there, the village bandies must be taken to Trichinopoly to meet the grain despatched by rail, and they may just as well go up full as empty: as railway feeders, therefore, I do not regard any of the three following roads to the north of the line as of great importance:—

4¾ miles. From Boodalore to Tirukatpully.
4½ ,, From Cottraputty to Kovilady.
2¾ ,, From Teruvembore to the Vennar head;

though the first and third would be very useful to the district generally, and should, therefore, be constructed as soon as funds can be made available.

11. With regard to the feeders west of Trichinopoly on the Errode extension, I beg to refer you to my letter,* No. 463, of the 23rd July 1866. The roads from Kulitalay to Manaparay and from Vettycutty to Tottiem will be commenced very shortly, provision having been made for them from Local Funds to the extent noted in the margin, and for the former there is an allotment from Imperial Funds in the Budget of 1867-68.

* In G. O., No. 2,496, 8th August.

Rupees 13,000.
Do. 2,600.

12. The list forwarded by you exhausts all the possible railway feeders as regards new roads, but I am of opinion that the improvement of the following roads, by metalling them, would tend greatly to the increase of traffic on the railway:—

15 miles.
9 ,, No. 15, from Nedamungalum northwards to Combaconum, and southwards to Munargudy.

22 miles.
16 ,, Nos. 35 and 30, from Trivalore northwards to Mayaveram, and southwards to Tritrapundy.

6 miles. No. 17, from Kordachary to Kodavassal.

9 miles. No. 39, and from Ammapetta to Papanassem.

1866.

13. Owing to the dryness of the season from January to August, and the prevalence of strong westerly winds in June and July, the surface material of most of the sanded roads in the district of Tanjore became pulverized and was blown away, and owing to the excessive rain from the middle of October till the middle of December, the roads have been thoroughly saturated, and having been deprived of the surface material, the alluvial deposit, of which the embankments are formed, has been exposed to the traffic, and the roads have been terribly cut up, especially Road No. 15, the traffic upon which is enormous and far too heavy for a mere sanded road.

Rupees 2,80,000.

14. It is probable that a very large sum will be available in future years for roads in the district of Tanjore, owing to the collection of a road cess which is to be introduced shortly. As all metal has to be brought from Tanjore, the cost of metalling the roads will be very great, even if the railway can provide carriage for the material, but it is very doubtful whether the railway can do so, for it has been 2¾ years conveying the metal required for 6¼ miles of road, viz., from Negapatam to

6 miles. Nagore, and for the Keevalore railway feeder.
¼ mile. At this rate the metal for the maintenance of the roads could not be supplied far less that for their original formation.

Referred to the Revenue Department, with a view to the consideration of the question as to whether the construction and repair of the most important of the railway feeders alluded to, may not be provided for from the Local Funds of the districts concerned, which will be largely augmented by Road Cess collections.

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

Fort Saint George,
22nd March 1867.

Order thereon, 26th March 1867, No. 717.

Miscellaneous.

1. The Board of Revenue will be directed to communicate the papers to the Collectors concerned, with instructions to make such provision from Local Funds as is in their power, consistently with other claims on the Fund, for the gradual repair of the existing railway feeders, and the construction of those new ones recommended in the correspondence, taking them up in the order of their importance and of the feasibility of completing the work in a reasonable time with the means available.

2. There can certainly be no more useful manner of employing District Road Funds than by facilitating access to the railway, and the Government do not doubt that both the Collectors and the Board attach due importance to the subject.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

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1. Communicated to the Collectors concerned accordingly.

2. The Board observe that it is already under their consideration to propose to relieve the Imperial Budget of the expense of providing for the construction, repair, and maintenance of certain roads hitherto classed as Imperial. Before submitting such proposals, the importance of all local roads, properly so-called, including railway feeders will, of course, be duly considered.

No. 361. Order thereon, 25th April 1867, No. 932.

Miscellaneous.

Communicated to the Department Public Works.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

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

Ext. S. T. Augustin.

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25 April 57

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Wm Paul