

REVENUE DEPARTMENT.

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Revenue (1899) Department.

MISCELLANEOUS SERIES.

G.O., No. 777

DATED 20th February 99

[Despatch Abstract.]

Approving the Board proposals for
the registration of Road Traffic at certain stations
during 1899-1900.

P

For

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BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.
	520	Rev	4.2.99			

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.
	C. No. 20504		99			

Revenue (189) Department.

CURRENT No. 943

8/1 20/2/99
 Order mis 777 20/2-26/6/99
 18-2-99

From the Board of Revenue,
 Rev. S.H. L. R and Agri.
 ellanas

No. 33 Press

The Govt concurs
 with the Board of Revenue
 as to the discontinuance of the
 registration of traffic on the
 Coonoor-Ootacamund ^{road}. Its
 other proposals are also approved.

Dated 1st February 1899

Received 6/1

Registered 6/1

Enclosures

Spare copies



Handwritten signature

SUBJECT.

The Board of Revenue (Rev. S.H.) Road Traffic Registration

Reviewing the remarks
 of the Consulting Engineer for
 Railways on the proposals made
 by the Board of Revenue, to conduct
 during the year
 1899-1900 at certain stations

K.O.
 13-2-99

BACK PAPERS.

G.O.	No.	Department.	Date.
40.	on B.P. (Sett.)		5
			5.1.99
	Do. Do		2122 2133
			25.3.98.15-5-98
40.	684		
	6.2.97		

quitted papers

FURTHER PAPERS.

G.O.	No.	Department.	Date.
	1. no. 2050499		



Proceedings of the Board of Revenue

(Revenue Settlement, Land Records and Agriculture),

Dated 1st February 1899.

No. 33 Press

Read

the following letter from the Consulting Engineer for Railways, Madras, No. 182, dated 16th January 1899.

With reference to the Board's Resolution, No. 5, dated 5th January 1899, I have the honor to return in original the proof of the proposed programme for registration of road traffic for the coming year with return in original in the margin showing all that is required or likely to be required in this Department. It is suggested that for ease

vide entry
against route
No. 6

a large number of obsolete entries might be omitted from ^{future} ~~present~~ lists.

Resolution.

Regarding the routes on which it was proposed, in B. P., No 5, dated 5th January, 1899, to make arrangements for the regulation of traffic by road and during 1899-1900, the remarks from the Consulting Engineer are as follows:

Sixteen proposed, January, 1899, under G.O. 520/4-2-99 for the region and during received given for was:—

Suggestions made in B.P. No 5/5.1.99		Period to be covered	Remarks of Consulting Engineer	Remarks
Route	No. of Stations	3	4	5
(1) From Parlikur and Chalingapattam to Ballih	2	1899-1900	Not Wanted	The figures for another year are required to complete the Return
(2) Between Buzhapa and Chalingapattam	2	1899-1900	Statistics Wanted	
(3) Chalingapattam to Chaga-lamavari and Chalingapattam	2	1899-1900	May as well, go	
(4) Hosur to Kothur via Chalingapattam and Chalingapattam	1	1899-1900 & 1900-1901	Very important	Selected by Govt as the most important for famine protective purposes. O.M. No 53/25-2-98 stitched with G.O. 169/223/98
(5) Harpanahalli to Harikot	1	1899-1900 & 1900-1901	Not Wanted	
(6) Bellary to Rayachoti	2	1899-1900 & 1900-1901	Important	Vide entry against route No 4
(7) Chalingapattam to Chalingapattam & Chalingapattam	1	1899-1900	Kali Kori to Rayachoti will be quite enough of this.	Vide entry against route No 4
(8) Chalingapattam to Chalingapattam via Chalingapattam	2	1899-1900	Not Wanted	Vide entry against route No 4
(9) Chalingapattam to Chalingapattam (Krishnagiri)	1	1899-1900, 1900-1901 & 1901-1902	Not needed by the Railway Dept.	
(10) Chalingapattam to Krishnagiri	1	1899-1900 & 1900-1901		Vide entry against route No 4
(11) Chalingapattam to Chalingapattam	1	1899-1900 & 1900-1901		Vide entry against route No 4

Suggestions made in B.P. No. 5,
of 5-1-99

Route	No. of stations	Period to be con- sidered	Remarks of Consulting Engineer	Remarks
1	2	3	4	5
(12) Maunabo to Tanager via Pukukohai	2	1899-1900 1900-1901 1901-1902	Not Wanted	
(13) Maunabo to Tanager via Pukukohai	1	1899-1900	stations on the route from Maunabo to Pukukohai would be useful	
(14) ~~Maunabo~~ Madura to Tanager	1	1899-1900	No longer needed	Side entry against Route No. 1
(15) Maunabo to Tanager etc.	1	1899-1900		
(16) Maunabo to Tanager etc.	1	1899-1900	No longer necessary	

under G.O. $\frac{2133}{18.5.98}$

skipped with G.O.
 $\frac{169}{22.3.98}$

nos 9, 12, 16

Regarding routes No. 1, 8 and 14, it is observed that the statistics for another year are required to make the work thorough complete according to the scheme of the Government of India. The station on route No. 5 was started under B.P. No. 2122, Miscellaneous dated 25th March 1898, in order to provide for a record of the traffic on a possible extension of the Hospital - Kottur line. Nos. 4, 6, ~~7~~, 10 and 11 are provided with reference to O. No. No. 53, Rev., dated 28th February 1898. Registration on all these routes, should, the Board considers go on for at least another year and also that on routes No. 2, 3, 13 and 15. With reference to the remaining routes, having in view the remarks of the Consulting Engineer, the Board would withdraw its suggestion as to route No. 9 and should

6
Would abandon the registration
on route No 16 unless the Government,
with reference to G. O. No 684, Rev. dated
6th February 1897, directs that it
should be continued for another
year. As to route No 12, the Board
considers that the traffic from Tanjore
to Chidambaram, via Pudukkottai, by road
should be recorded, and after consultation
with the collector it has arrived at the
conclusion that stations should be established
one at the northern frontier of Chidambaram
and one at Gauda. These with the station estab-
lished at Tanjore. These with the station estab-
lished at Pudukkottai, should furnish
the necessary data. It will be observed
also that the Consulting Engineer
for Railways desires to obtain
statistics for the road traffic on
the extension of route No 13 between

7
Madayarkoil and Chidambaram.
A station may be estab-
lished for this purpose ~~at~~ ^{at} Dadaikottai
or such other point as the collector
of Chidambaram may suggest. He will
be asked to report on this.

2
These proposals will
require the maintenance of 21 sta-
tions, or 22 if the station on the
beanoor - Only road be maintained.
Regarding the selection of the remaining
5 that can be maintained from
the grant made for the purpose, the
following notes of the information
required by the Railway Department
should be considered.

District	Information stated to be required by the Consulting Engineer Roads and his remarks	Remarks
Gajjam	Between Berhampur & Recsal Konda two' Asko	Traffic already registered in 1890-91, 1895-96
Vizagapatam	For the projected Vizianagaram - Rajpur line	Traffic from Vizianagaram to Rajpur registered in 1890-91, 94-95, 95-96 with Central Province at Rayagadda in 1890-91, 1893-94, Bissamulack in 1890-91, 97-98, Gumpur in 1892-93, 93-94, 94-95, with Jaipur at Pollanji in 1890-91, 93-94, Koraput in 1896-97, 97-98
Godavari	From Tauralkot towards the West to Gules Waran. (I believe the S.L. Board contemplates a light railway)	
Kistna	Between Narasaraopet and Pondicherry	Traffic registered in 1890-91, 95-96, 96-97
Kurnool	Kurnool to Gooty (This may as well go on)	Three years statistics completed in 1898-99
Lardapah	Lardapah to Lumbani (This may go on until 3 years statistics are got. then it may stop)	Figures collected in 1888-89, 1895-96 + 96-97
	From Yerraguntla to Jamma- lamanga to Korum (Statistics wanted for a branch railway suggested)	

District	Information stated to be required by the Consulting Engineer Route and his remarks	Remarks
S. Arcot	Between Tirukoilur & Tiruchengode Via Chinnia Salim (We want all the statistics that can be collected between —)	Traffic has been registered between Salem & S. Arcot (at Rayappanur) between Salem & Chinnia Salim (via Arcot) in 1890-91 96-97 & 97-98 and at Arcot in 1889-90, 93-94 & 94-95
Salem	Between Salem & Chinnia Salim (via Arcot)	
Coimbatore	All the statistics that can be collected about the movement of traffic in and out of this country whose headquarters are the chief towns lying between Dindigul, Podanur & Palghat	Traffic was regd at Palni in 1893-94, 94-95 & 95-96 at Dharmapuri & Pollachi in 1892-93, 93-94 & 94-95 and at Coimbatore in 1892-93, 95-96 & 96-97
~~Coimbatore~~	Between Erode, Satyanaigal and Ellyse	
Madurai	Ammayankottai to Karimnagar (see also)	Specially regd from July '97 to June '98 and then given up. our one year's figures having been asked for in B. P. 3368 & 27598 Traffic is now regd at Dindigul and will be completed there for 3 consecutive years in 1899-1900.
Malabar	Between Cannanore & Mangalore on the chief roads between the coast and the Mysore Plateau	Regd at Sultanpet in 1892-93, 95-96 and 96-97. Also regd between 1892 & 1897

under 9.0 $\frac{2375}{23.6.98}$

It will be seen that on almost all the routes mentioned by the Consulting Engineer the traffic has already been recorded during comparatively recent years. After considering the relative importance of the General routes, in the light of the information available, the Board considers that the following routes should be taken up and the collectors concerned will be requested to submit proposals for the establishment of stations thereon:-

- Coimbatore - Erode to Ellyse
- Erode to Satyanaigal
- Satyanaigal to Ellyse
- Coimbatore - Dindigul to Podanur
- Madurai - Dindigul to Palghat

On the last two routes the station formerly placed at Palni may be reestablished and two more

one to the West of and the other to
the North of Pollachi.

3. When money becomes
available for taking up other routes,
the requirements of the Railway Depart-
ment will be borne in mind.

(True Copy and Extract)

C. Kemm
For Secretary

To
The Secretary to Govt., R.D.,
The Consulting Engineer for Railways
The Collectors of Tanjore, Madurai,
Madurai & Coimbatore.

1899
4/2/99

REVENUE DEPARTMENT.

1899.

Board of Revenue

(Revenue Settlement, Land Records and Agriculture),

MADRAS.

Recd.

Enclosures

1899.

Regd.

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Same as Current No. 943

Printed February th.

Proceedings, No. 33, 1st February 1899.

To be Stated with
P.O. No. 777
20.2.99

FEBRUARY.



Road Traffic Registration.—Reviewing the remarks of the Consulting Engineer for Railways
on the Board's proposals for conducting — during the year 1899-1900.

PROCEEDINGS OF THE BOARD OF REVENUE (REVENUE SETTLEMENT, LAND RECORDS AND AGRICULTURE).

READ—the following letter from F. J. E. SPRING, Esq., Consulting Engineer for Railways, to the Secretary to the Board of Revenue, dated Madras, 16th January 1899, No. 182:—

With reference to the Board's Resolution No. 5, dated 5th January 1899, I have the honour to return in original the proof of the proposed programme for registration of road traffic for the coming year with remarks in original in the margin showing all that is required or likely to be required in this department. It is suggested that, for ease of reference, a large number of obsolete entries might be omitted from future lists.

RESOLUTION—No. 33, dated 1st February 1899.

Regarding the sixteen routes on which it was proposed in B.P., No. 5, dated 5th January 1899, to make arrangements for the registration of traffic by road during 1899–1900, the remarks received from the Consulting Engineer for Railways are as follow:—

Route.	Number of stations.	Period to be continued.	Remarks of Consulting Engineer.	Remarks.
1	2	3	4	5
(1) From Parlākimedi and Calingapatam to Battini.	2	1899–1900.	Not wanted	The figures for another year are required to complete the series.
(2) Between Bezvada and Masulipatam.	2	1899–1900.	Statistics wanted .. ..	....
(3) Nandyal to Chagalmari and Cuddapah.	2	1899–1900.	May as well go on .. ..	....
(4) Hospet to Kotturu via Narayana-devarakeri.	1	1899–1900 & 1900–1901.	Very important	Selected by Government as most important for famine protective purposes vide Official Memorandum No. 53, dated 28th February 1898.
(5) Harpanahalli to Harihar	1	1899–1900 & 1900–1901.	Not wanted .. ..	....
(6) Bellary to Rayadurg	2	1899–1900 & 1900–1901.	Important	Vide entry against route No. 4. Do. do.
(7) Cuddapah to Madanapalle and Vayalpad.	1	1899–1900.	Kalikeri to Rayachoti will be quite enough of this.	....
(8) Madanapalle to Chittoor via Pungaur.	2	1899–1900.	Not wanted	Vide entry against route No. 1.
(9) Tiruvannamalai to Uttankarai (Krishnagiri).	1	1899–1900, 1900–1901 & 1901 to 1902.	Not needed by the Railway Department.	....
(10) Tiruppattur to Krishnagiri	1	1899–1900 & 1900–1901.	....	Vide entry against route No. 4. Do. do.
(11) Morappur to Dharmapuri	1	1899–1900 & 1900–1901.	....	....
(12) Madura to Tanjore via Pudukkottai.	2	1899–1900, 1900–1901, 1901–1902 & 1899 to 1900.	Not wanted .. ..	....
(13) Madura district to Tanjore district via Pattukkottai.	1	1899 to 1900.	Stations on the route from Avadayarkoil to Devakottai and Manamadurai would be useful.	....
(14) Madura to Tondi	1	1899–1900.	No longer needed	Vide entry against route No. 1.
(15) Madura to Travancore	1	1899–1900.	....	....
(16) Coonoor to Ootacamund	1	1899–1900.	No longer necessary .. ..	....

Regarding routes Nos. 1, 8 and 14, it is observed that the statistics for another year are required to make the work thereon complete according to the scheme of the Government of India. The station on route No. 5 was started under B.P., Mis. No. 2122, dated 25th March 1898, in order to provide for a record of the traffic on a possible extension of the Hospet-Kottur line. Nos. 4, 6, 7, 10 and 11 are provided with reference to Official Memorandum No. 53, Revenue, dated 28th February 1898. Registration on all these routes should, the Board considers, go on for at least another year and also that on routes Nos. 2, 3, 13 and 15. With reference to the remaining routes, having in view the remarks of the Consulting Engineer, the Board would withdraw its suggestion as to route No. 9, and would abandon the registration on route No. 16 unless the Government, with reference to G.O., No. 684, Revenue, dated 6th February 1897, directs that it should be continued for another year. As to route No. 12, the Board considers that the traffic from Tanjore to Madura via Pudukkottai by road should be recorded, and after consultation with the Collectors concerned it has arrived at the conclusion that stations should be established one at the northern frontier of Madura and one at Gandharvakottai in Tanjore. These, with the station established at Tirumayam in the Pudukkottai State, should furnish the necessary data. It will be observed also that the Consulting Engineer for Railways desires to obtain statistics for the road traffic on the extension of route No. 13 between Avadayarkoil and Manamadurai. A station may be established for this purpose at Devakottai or such other point as the Collector of Madura may suggest. He will be asked to report on this.

2. These proposals will require the maintenance of 21 stations, or 22 if the station on the Coonoor-Ootacamund road be maintained. Regarding the selection of the remaining five that can be maintained from the grant made for the purpose, the following notes of the information required by the Railway Department should be considered:—

District.	Information stated to be required by the Consulting Engineer.	Remarks.
	Route and his remarks.	
Ganjām	Between Berhampur and Russellkonda through Aska.	Traffic already registered in 1890–91, 1895–96 and 1896–97.
Vizagapatam	For the projected Vizianagram-Raipur line	Traffic from Vizianagram to Parvatipur registered in 1890–91, 1894–95 and 1895–96, with Central Provinces at Rayagadda in 1890–91 and 1893–94. Bissementack in 1890–91 and 1897–98. Gunnur in 1892–93, 1893–94 and 1894–95, and with Jeypore at Pottangi in 1890–91 and 1893–94. Korapat in 1896–97 and 1897–98.
Godavari	From Sāmalkot towards the west to Yeleswaram ("I believe the District Board contemplates a light railway".)	....
Kistna	Between Narsaraopet and Pondugal	Traffic registered in 1890–91, 1895–96, 1896–97.
Kurnool	Kurnool to Gooty. ("This may as well go on")	Three years' statistics completed in 1898–99. Figures collected in 1888–89, 1895–96 and 1896–97.
Cuddapah	Cuddapah to Cumbum. ("This may go on until 3 years' statistics are got. Then it may stop".) From Yerraguntla through Jammalamadugu to Nossam. ("Statistics wanted for a branch railway suggested".)	....
South Arcot	Between Tirukkoylūr and Tiruchengodu via Chinna Salem. ("We want all the statistics that can be collected")	Traffic has been registered between Salem and South Arcot at Rayappanur near Chinna Salem in 1890–91, 1896–97 and 1897–98 and at Atar in 1889–90, 1893–94 and 1894–95.
Salem	Between Salem and Chinna Salem via Atar.	....
Coimbatore	Between Erode, Satyamangalam and Mysore	Traffic was registered at Painsi in 1893–94 1894–95 and 1895–96; at Dharmapuri and Pollachi in 1892–93, 1893–94 and 1894–95; and at Coimbatore in 1892–93 1895–96 and 1896–97.
Coimbatore and Madura	"All the statistics that can be collected about the movement of traffic in and out of this country whose marts are the chief towns lying between Dindigul, Podanur and Palghat."	....

4 BOARD OF REVENUE (REV. SETT., L. RDS. AND AGRI.), No. 33, 1st FEB. 1899.

District.	Information stated to be required by the Consulting Engineer.		Remarks.
	Route and his remarks.		
Madura	Ammayanayakanur to Karuvanattu—"needed" ..	Traffic with Manaar in the Travancore Hills ..	Specially registered from July 1897 to June 1898, and then given up only one year's figures having been asked for in B. P., No. 3368, dated 27th May 1898. Traffic is now registered at Uttamapoliem and will be completed there for three consecutive years in 1899-1900. Registered at Sultan Tod in 1892-93, 1895-96 and 1896-97. Already registered between 1892 and 1897.
Malabar	Between Cannanore and Mangalore	On the chief ghâts between the coast and the Mysore plateau.	

It will be seen that, on almost all the routes mentioned by the Consulting Engineer, the traffic has already been recorded during comparatively recent years. After considering the relative importance of the several routes in the light of the information available, the Board considers that the following routes should be taken up and the Collectors concerned will be requested to submit proposals for the establishment of stations thereon:—

Coimbatore	Erode to Mysore.
Coimbatore	Erode to Satyamangalam.
Coimbatore and Madura	Satyamangalam to Mysore.
	Dindigul to Pódanúr.
	Dindigul to Palghat.

On the last two routes, the station formerly placed at Palni may be re-established, and two more one to the west of, and the other to the north of, Pollachi.

3. When money becomes available for taking up other routes, the requirements of the Railway Department will be borne in mind.

(True Copy and Extract.)

H. B. Minwalla
Secretary.

To the Secretary to Government, Revenue Department.
" Consulting Engineer for Railways.
" Collectors of Tanjore, Madura, Cuddapah and Coimbatore.
Copy to the Collectors of other districts except Madras.

Exd. Md. Pahlwan.

C. No. 943
From The Board of Revenue (Rev. Sett.)

No. 33

Dated 1-2-99

189

FOR ORDERS.

To Secy.

In the above the Board of Revenue passes remarks on certain suggestions made by the Consulting Engineer for Railways for the registration of road traffic. Before accepting the Board's decision, it appears desirable to obtain the views of the Railway Department. May the file be forwarded to that Department (u.o.)?

Per
DD/O R/110

I have no objection to offer to the Board's present proposal, chiefly because I do not believe these stations to be worth the money and trouble of collecting them. Experience all over India is actually working shows that stations solemnly collected in the pre-constructed days really mean nothing at all.

A more recent development in railway practice is the framing of an estimate of traffic at so much per mile per week for a strip of country so many miles wide. Based on uncertain density of population, modified in the light of experience of their manners and customs. This is now being elaborated in several parts of India. I am about to put it to the test down here on lines and sections of lines where traffic conditions are known, and so far it seems promising enough. It may perhaps result in the future in the abolition of the gross and futile counting of railway traffic some utterly impracticable percentage of which with transport itself to the railway when made. I shall acquaint the Rev. Dept with the details of it later on.

F.R.S.

11/1/99

2. Rev. Dept.

Revenue Department

To Secy.

The Railway Dept. has no objection to the Board's scheme for the registration of road traffic in 1899-1900. It may therefore be approved.

For the purposes of the proposed extension of the Victoria Railway to Dataganj, it was arranged to register the traffic

FOR ORDERS.

for three years at the Craigmore toll-gate and the registration was begun on 1.2.97 (G.O. No. 684 of 6.2.97). This station is numbered 16 in the statement on page 4 of the current, and the Railway Dept. stated that further registration at it was unnecessary. The Board is disposed to agree with it, unless the Govt should direct its continuance for another year. It is submitted that the Govt may concur with the Board of Revenue and the Railway Dept.

3. Please see a draft below.

4. The Railway Dept. regard the present system of registration of road traffic to serve as a forecast of the traffic on projected lines of railway, as not "worth" the money and trouble spent in it, and promises to acquaint this Dept. with the details of a fresh scheme which is ^{now} under consideration. It may be awaited

MS 10-2-99- yes!

13-2-99

Has Please see draft

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189

DATRU

IN G.O., No.

182

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ORDER OF GOVERNMENT

LETTER OF GOVERNMENT.

STATEMENT VERB. TITO.

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