CHAPTER – II

DEVELOPMENTS OF ROADS IN TAMIL NADU

FROM 1900 TO 1947

In 1892, the Madras Tramways Company was floated and sanction was given to Hutchinson and Company Limited, London, with a capital of £100,000 to start a Tramway system. It was, however not until three years later, (1895) that the first Tramway section was completed and opened for the use of the public. The Madras Electric Tramways were opened in May 1895, fully six years before Electric Tram cars were running anywhere else in India and even in London and other large cities in England another example of Madras being ahead in its development.

In 1900, the original Tramway Company was obliged to sell the undertaking as the capital was inadequate. The purchasers “The Electric Construction Company Limited, England, then operated the tramways in Madras for a period of four years. It was about this time that the first Motor cars were seen on the roads of Madras, although the first one that did not have a very successful life was put on the road in 1894 and was driven some distance down Mount Road. Messrs Simpson and Company Limited played a large part in the development of the early motor cars and buses.
In 1904, the Madras Electric Tramways (1904) Ltd was formed and has been carrying on business ever since. Extension was made in 1905, 1911 and 1919 and the Company has 11 miles of double track and 51/4 miles of single track.

In 1910 there arose a question about the responsibility of maintenance of the trunk roads. In 1913 a resolution was moved in the legislative council recommending that the government should take over the maintenance of trunk roads. But the Government opposed the resolution on the ground that roads were a matter of local interest and therefore, they should be under provincial management.\(^1\) In 1918 a grant of Rs. 20 lakhs was provided to the Boards for the repair of the trunk roads\(^2\).

In 1921 the first meeting of the Road Board was held at Madras. It recommended to plant milestones on the roads. Every milestone on a trunk road should show on both sides the distance from Madras. It also recommended to erect sign posts to show the direction.

In 1920, roads were classified into three namely,

Ghaut Roads

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Metal Roads and Unmetalled Roads³.

According to the Vipan Report in 1934-35 there were the following types of roads:

Trunk Roads,

Metalled Motorable Roads

Unmetalled Motorable Roads and

Unmetalled Roads unfit for motor traffic.⁴

Trunk Roads were maintained by the municipal councils and by the Public Works Department. Metalled roads which were motorable roads might be metalled or surfaced with gravel or laterite. They were maintained by the District Boards. Government gave grants for the maintenance of these roads. Payment of this grant was made on the certificate of the collector of the district that the roads had been properly maintained unmetalled motorable roads were maintained entirely from District Board Funds.⁵ Unmetalled Roads unfit for motor traffic otherwise known as Village Roads were looked after by the Panchayat Boards.

5. G.O. No : 363I Public Works Department, dated 2nd November 1935.
They were for the most part a sadly neglected condition and fit for traffic only during the dry months of the year.

In 1936 roads were classified into four namely, Trunk Roads, Marketing Roads, Second Class Roads and other Roads like Village roads.

According to the Nagpur Plan of 1943 road were classified into:

- National Highways
- Provincial Highways
- District Roads and
- Village Roads.\(^6\)

National Highways connected the state capital with important towns, ports and foreign highways. The Northern Trunk Road from Madras to Bombay, Madras to Calcutta, Delhi to Bombay, Delhi to Calcutta are some of the National Highways of India.\(^7\)

Provincial Highways connected state capital with the District head quarters and important places within the state. The road from Madras to Cape Comorin and from Bombay to Poona is some of the Provincial Highways. The district roads connected the marketing centres with one

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another and with the railway stations. The road from Madras to Chingleput is one of this kind.\textsuperscript{8}

Village roads connected the nearest district roads and railway stations. The roads connecting Madras with nearby villages are the examples of this kind of roads. These roads were to meet the requirements of rural communications.\textsuperscript{9}

All the classes of roads were to be regarded as of importance for national welfare. The development and progress of one road system was not to take place at the expense of another. The development was to be balanced between the classes and to proceed in a planned sequence.

Apart from these, roads can be classified on the following basis also viz., suitability to the weather, method of construction, suitability to the mechanical transport, on the basis of regions and in completion with the railways.\textsuperscript{10}

On the basis of suitability to weather roads can be classified into fair weather and all weather roads. The former are not suitable during rainy or winter season and the latter remains serviceable throughout the year.

\begin{itemize}
\item \textsuperscript{8} M. Gopalakrishnan, \textit{Thiruvallur District Gazetteers}, Vol. I (Chengleput), Government of Madras, p. 81.
\item \textsuperscript{9} B.S. Baliga, \textit{Madura District, Gazetteers}, Government of Madras 1960. p. 830.
\item \textsuperscript{10} \textit{Transport Economics, op. cit.} 5, p. 260
\end{itemize}
On the basis of method of construction and construction materials, roads can be divided into metalled, non-metalled and earthen roads. Metalled roads have rigid and strong surface and are generally made of cement, coal-tar, bitumen, or asphalt. The construction cost of these roads is high but maintenance cost is generally low\(^\text{11}\). They are most suitable for heavy vehicular traffic. Non-metalled roads are inferior roads as compared to metalled roads. The surface of this road is not very strong. These roads are generally constructed of broken stones and covered with earth. The construction cost is lower, but the maintenance cost is higher as under the pressure of heavy vehicular traffic and due to rain or floods the pieces of stones are dislodged from their places. Earthen roads are unsurfaced or Kutcha roads made of earth only. They are generally narrow in width and exist in the country side. They are mostly used by pedestrians, animals and animal carts.\(^\text{12}\)

On the basis of suitability mechanical transport roads can be divided into motorable and non-motorable roads. Motorable roads are those which are suitable for heavy vehicular traffic. They are generally metalled roads. These roads can bear the load of heavy vehicles and do

\(^{12}\) A.L. Basham, *The Wonder that was India*, New Delhi 1967, p. 88.
not cause much damage to the vehicles. Non-motorable roads are generally earthen roads and therefore unfit for motor-driven vehicles.

The roads can be also divided on the basis of region into rural roads and urban roads. Rural roads are those which connect villages with one another and with nearby city or town. They are mostly earthen roads. Urban roads are those which are made within the urban areas and connect with the National Highways.¹³

On the basis of competition with the railways, roads can be classified into parallel roads and feeder roads. While parallel roads run parallel to the railway line and complete with the railways, feeder roads carry good and passengers of remote areas to and from railway lines. They do not run parallel to the railway line. A portion of North Beach Road from Madras High Court to the Beach Railway Station runs parallel to the Railway Line.

The maintenance of the roads can be classified in the following way also. Roads wholly or partially maintained from provincial revenues. Roads maintained from local funds, i.e. from funds of local boards or councils, with grants-in-aid from provincial revenues.

Roads maintained from minor local bodies and roads maintained by the villager themselves. The classification is made according to the responsibility of financing the construction and maintenance of roads.

Modern Highways, classified according to the materials of which they are composed as follows:

Earth Roads
Gravel Roads
Water bound Macadam Roads
Tar and Asphalt Pavements and Cement Concrete Pavements.

Earth roads are mostly feeders to main roads. In India, though they form the largest percentage of roads, they are not maintained satisfactorily. They are usually constructed with the natural soil at hand. There are three kinds of soil such as sand, clay and loam. The best soil for an earth road is a mixture of sand and clay in the proportion of 3 to 7.

Gravel roads serve the same purpose as earth roads but their use is limited to places where gravel is obtainable locally. For roads the gravel selected should consist of stones varying in size from $\frac{1}{4}$” to 1 $\frac{1}{2}$” inter mixed with sand, clay or loam.

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A metalled road is defined as a plane hard surface formed by spreading broken stones and keeping them in proper position that the plane surfaces of the stones may be in one plane to serve the purpose of allowing vehicles to be drawn of them. In the Madras Presidency the early metalled roads were constructed by the military road engineers from about 1928.  

In water Bound Macadam Roads the stones were kept bound together with stone dust through the action of moisture and hence the name water bound. Stones were used for road surfacing first by Tresaguet of France in 1764 and later on by Telford in 1805 and Macadam in 1815 in England. After 1800, a number of roads were constructed by using broken stones for highways as advocated by Macadam and they are called Macadamised roads in memory of that Engineer J.L. Macadam. Road surface was formed by placing angular fragments of stones on the sub-grade and compacting the same into a solid mass by rolling.

Cement concrete was introduced later on. Cement by chemical actions binds rigidly the stones of the concrete and in the language of the road engineer, this would come under improved surface by the use of a

17. Ibid.
rigid binder. The cost on this average is about Rs. 30/- per 100 sq.ft. per 4” thickness.¹⁸

Road construction is a long term proposition and its planning should be well conceived. Road construction and maintenance were costly affairs and the investment once made was sunk forever and was irrecoverable. The public funds should be carefully invested in roads so as to yield maximum advantage to the society with a minimum waste. There were three aspects of road financing namely its expenditure, responsibility of road financing and sources of road financing.¹⁹

Items of expenditure are of two kinds – construction and maintenance. A huge amount has to be spent in surveys, land purchase and payment of compensation and construction of roads and bridges. For the maintenance of roads also amount has to be spent every year. Repairs, renewals, improvement of the existing roads are a regular feature of expenditure. The expenditure on maintenance depends upon the nature of vehicles, volume of traffic on a road and natural forces like floods, rains etc.

Responsibility of financing the construction and maintenance lies with the state. The roads of national and commercial importance are

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financed and administered by the Central Government and Provincial Government finance and administer the roads of provincial importance. The roads of district importance are administered by the District Boards, the roads of local importance by the Corporation, Municipalities and the rural roads by the rural self governing bodies like the Panchayats.20

The sources of finance for the construction and maintenance of the ancient roads was not a serious problem. Ordinary types of roads were constructed as there were only slow moving vehicles like bullock carts or horse carriages. The villagers collected funds and constructed the rural roads. The ancient kings got constructed military roads and roads of public importance out of the funds of the kingdom. The cost of land, road materials and labour was not so high during the Ancient period. Slaves and prisoners were used for road construction and maintenance without any payment. But now road financing is a difficult problem because of speedy and heavy vehicular traffic.21

There are two important sources of road financing namely out of general revenues of the state and through road taxation. The government has spent some part of the general revenues for road financing. The funds

are collected through road taxation such as vehicle tax, fuel tax and tyre tax, etc.

The Government appointed a Superintending Engineer, communication to work under the administrative control of the Chief Engineer of the Public Works Department. The District Board Engineers were placed under the control of the Superintending Engineer, who was responsible for the supervision of the works of the boards. The District Board Engineer was assisted by a number of Assistant Engineers. There were a number of overseers and under each overseer there are a number of Assistant Engineers. There were a number of overseers and under each overseer there are a number of maistries. The State Public Works Department headed by a Chief Engineer was divided into various circles. The Superintending Engineers were incharge of these circles. Each circle has various Divisions, each under an Executive or Divisional Engineer. Each Division is further subdivided into units like the panchayats.

Execution of all the works such as the construction and maintenance of roads, pavements, culverts, bridges, buildings, parks etc. were the functions of the Works Department. This Department was under the control of the Engineer. He was assisted by an Executive

Engineer and 9 Assistant Engineers. The Executive Engineer and 4 of the Assistant Engineers were borne on the temporary establishment for capital works. The city of 50 municipal divisions is divided into 5 ranges of 10 divisions each. One Assistant Engineer is in charge of each range and looks after the divisional works within his Range. He is assisted by three Assistant Engineers.

Certain rules were followed regarding the reformation of roads. When the width of the road is over 20 feet, half the width for the whole length between junctions of streets should be reformed at a time. No wheeled traffic should be allowed over that portion until it has been thoroughly rolled upon and dressed to a smooth surface. When a road is less than 20 feet in width, the whole length between junctions of streets should be taken up for reform. The length, half or full width taken up any day, should not exceed that day's ordinary work or about 200 squares.

The road overseer of the division should note carefully the amount of labour spent on each particular road. The Assistant Engineer of the range should inspect as often as possible the road work during its progress and instruct the overseers on the details. Each overseer has got a

maistry, a fixed number of labourers ranging from twenty to thirty and watchmen under him.

With the formation of Fort St. George in 1639 and the establishment of Madras, the need for military roads became essential and these military roads came under the Military Engineering Department.\(^{26}\)

One of the most important events during the Governorship of Valve was the establishment of the corporation for the city of Madras. It was first suggested by the Court of Directors in 1687. The originator of the scheme was Sir Josiah Child, the Governor of the Court of Directors, on the model of the Dutch Government in the East India.\(^{27}\) Accordingly in 1687 a Charter was issued by the East India Company and the corporation was formed with effect from 1688 with one Mayor, 12 Eldermen and 120 Burgesses. The duties of the corporation included collecting taxes, attending all civil and criminal cases, maintaining law and order and performing other public works like, building roads, irrigation, education and public health.\(^{28}\)

The establishment of Fort St. George in 1639 in the Coromandal Coast paved the way for the formation of the city of Madras which

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became the head quarters of the British in South India till 1947. The British were urban based people who gradually formed the Madras city in the model of their capital city London. Then they established modern system of roads, water supply and drainage systems.

The growth of the state of Tamilnadu during the later parts of the 19th and the beginning of the 20th century witnessed considerable changes in the structure of the state. The establishment of industrial and commercial concerns as well as the educational institutions changed the social, political and economic life of the people.\textsuperscript{29} The state attracted a lot of people in the sphere of education and employment with automatically led to the growth of the city rapidly. The outcome was a lot of cultivated areas became dwelling houses and new layouts were made in the adjoining areas of the Government and private organization. The conversion of agricultural areas into residential and commercial centers caused a considerable traffic problem. The traffic congestion in the thickly populated city induced the administrative authorities to find ways and means for redressing the problems. Hence the government and the local administrative authorities in the city of Madras had to change the traditional policy of Road systems. The outcome was that the

\textsuperscript{29} Manoharlal, \textit{Rural Roads and Socio Economic Development}, New Delhi, 1989, p.178
Government provided adequate means of road facilities in the state of Tamil Nadu during the beginning of the 20th century.

The railway system, an alternative to road transportation in the state was in on developing stage. The existing tramway system was not suited for extension of new routes since it was a costly affair.

Unlike the Hindu and Muslim rulers, the British had day to day commercial dealings with India and England for which roads became a mainstay for transporting their commodities from inland to the port towns. Hence a lot of roads from inland to the coastal areas were laid. In addition to commercial dealings, the movement of army from one place to another also caused the emergence of a lot of new routes which became roads. After the Vellore Mutiny (1806) and Sepoy Mutiny (1857) the British administration lost their confidence on Indian Sepoys and was fully relied on the European elements for which they established cantonments and other arsenals suited to the European people. For instance the famous Mount Road in Madras was the creation of East India Company for having a continuous connection between the St. Thomas Mount Cantonment and Fort St. George.

Even in 1901 no major improvement was thought off as construction of tar roads, Asphalt roads etc. In 1925 city roads increased to 136 miles.\(^{31}\) The Grand Trunk Road which extended beyond the state limits were constructed by the Public Works Department. Within the state limits they are maintained by the corporation, with the help of grant received from the Government. They link various parts of the country. Some of these roads were the road from Madras to Secundrabad, Madras to Calcutta, Madras to Bombay, Madras to Bangalore and Madras to Cape Comorin.\(^{32}\)

During and after the First World War, there was tremendous increase of motor transport on the Indian roads. It became clear that the whole approach to road transportation required to be revised from its very foundation.

Roads maintained by the Public Works Department and the local authorities in the Madras presidency during 1922-23 were 20,231 1/8 miles of metalled roads and 6,489 ½ miles of unmetalled roads.\(^{33}\)

Among these the Public Works Department maintained 527 miles of

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metalled roads and 536 miles of unmetalled roads and the local authorities maintained 19,704 1/8 miles of metalled roads and 5,953 ½ miles of unmetalled roads. From 1917-18 to 1927-28 the average expenditure from provincial revenues on extra municipal roads was about Rs. 437 lakhs annually.34

With the topographical surveys of India having had their origins in Madras in 1800 – the original base line for the great Indian Trigonometrical survey was a 7 mile long straight line along Mount Road between Madras and St. Thomas Mount. The city has always been map conscious and so it is no difficult task to discover its growth. There were two maps of the beginnings of the city – Fryer’s map of 1673 and Langle’s map of 1688.35 After that many people produced their maps.

The earliest map of modern Madras, however was drawn in 1710 on the orders of Governor Thomas Pitt. In it the city limits appear to be a Kuppan just south of the Fort, the Elambore River to the West and a northern limits about 500 yards beyond what is now called Elephant Gate Street in George Town. In 1775 the limits of the city were the Adyar River in the South, upto the point near the present Mount Road-

34. *Transport Communications*, No. 49, May 1951, Indian Road Congress, New Delhi, 1951, p. 3
Chamier’s Road Junction, then along Mount Road and Nungambakkam Tank Road, then around Chetput and Vepery and so to the sea at a point mile distance from Black Town’s Northern wall.

The 1798 survey indicates the limits to the South and South West were as proposed in 1775 but the western limits now moved north past Chetput to take in Kilpauk and Perambur.\textsuperscript{36}

During the post-war years there arose a great demand for better and more roads to cope with the increased vehicular traffic throughout the country. In 1927 there was a Public Glamour for a review of Indian approach to road transport. At a meeting of the Council of States held on the 9\textsuperscript{th} February 1927, a resolution on the subject of road development was unanimously adopted.\textsuperscript{37}

The Council recommended the government to appoint a committee, to examine the desirability of developing the road system of India, the means by which road schemes could be most suitably financed and to consider the formation of a Central Board for the purpose of advising in regard to and co-ordinating the policy in respect of road development in India.\textsuperscript{38} The suggestion of the council was accepted by the Government.

\begin{footnotes}
\footnote{36. \textit{Ibid}.}
\footnote{37. G.O. No. 1974 Public Works Department 6th October 1927.}
\footnote{38. A. Vipan, \textit{op. cit.}, p. 1.}
\end{footnotes}
and it ordered for the appointment of a committee. Again in November of the same year the Department of Commerce also passed the resolution.

In 1901, the length of road in the city was 57 miles of this only 27.91 miles were metalled with laterite.\(^{39}\) Even in 1901, no major improvements were thought off as construction of tar roads, asphalt roads etc. In 1925, city roads increased to 136 miles.

The Grand Trunk Road which extent beyond the city limits are constructed by Public Works Department. Within the city limits, they are maintained by the Corporation, with the help of grant received from the Government. They link various parts of the country. Some of the roads were the road from Madras to Secundrabad, Madras to Calcutta, Madras to Bombay, Madras to Bangalore and Madras to Cape Comerin.

In Dharmapuri district, the tri-function of the three important through fares namely a) Madras – Calicut road, b) The Madras – Bangalore Road, c) The Bangalore – Malabar Road were constructed.\(^{40}\) The Madras – Calicut Road enters the district near Mettur at mile 150.5 and Madras – Bangalore Road branches off from the Calicut Trunk roads at Vanniyambadi and passes through Bargur, Krishnagiri, Schoolagiri and

\(^{39}\) Administration Report of the Madras Corporation 1901-02, Corporation of Madras, Madras, 1902, p. 23.

\(^{40}\) E.J. Richards, op. cit., p. 194.
Hosur. The route from Bangalroe to Malabar passes through Hosur, Royakottai and Palakad, joining the Madras Trunk Road at Adiyamankottai at mile 1825. There is another route from Krishnagiri through Mettur and Singarpet to Cuddalore. 41

In the Tanjore district, there was a plenty of roads. In 1902-03, total miles of roads 1,737 but only 206 were metalled and all the offers were repaired. The result was few of the roads were good and majority of the roads were very bad. The metalled roads were very traffic particularly heavy such as between Tirunelveli and Tanjore or Shiyali and Tirumulavasal. 42

Most of the roads were bad in this district, because the quarries were situated near Vallam, near Arantangi on the south border and in the South Arcot District. In this district, the roads were constructed by metal and little more expensive than gravel. A few miles of road near Pattukottai were metalled with limestone out of the neighbouring river beds. The roads were divided into Trunk roads, Second class roads and Marketing roads. In the Pudukottai District, the main roads in the state were metalled and the town was connected by main roads with

Trichirapalli, Tanjore, Madurai, Pattukottai and Devakottai and had a number of cross roads. The internal and external communications of the town were connected with villages. Some of the roads were constructed by private enterprises, such as Ponnamaravat-Poolankurichy Road, Poolankurichi – Kanjathumalar Road and Poonamaravathi – Kattayandipatti Road in 1922-23. The private efforts were contributed to the development of roads.  

In Tirunelveli District, the Government began to grant to the local bodies 25 percent of their land cess for improving of roads in addition to the imperial grants. In the last half of the 19th century this district witnessed an all round increase in the construction of roads and bridges.

In the year 1864 the construction of Thoothukudi- Palayamkottai Road was started and old roads were also repaired and made stronger. Madurai – Aralvaimozhi High Road which cut across the district was repaired in the same year. The dearth of efficient labour force to a large extent the development of roads. Jutkas and bullock-carts were common needs of conveyance.

44. Report of the Administration of Madras Presidency during the year 1864, p.68.
In 1915, the district came to possess 1302 km of metalled roads of the best road part of district at this period was the Western part of the Tenkasi taluk. There were ten main roads in Tirunelveli taluk and upward of 20 short branches. The main lines were

1. Tirunelveli to Vaipar
2. Tirunelveli to Rajapalayam
3. Tirunelveli to Pottalputhur
4. Tirunelveli to Sri Vaikuntam
5. Palayamkottai to Vaipur
6. Palayamkottai to Thoothukudi
7. Palayamkottai to Kovilpatti
8. Palayamkottai to Travancore
9. Palayamkottai to Ambasamudram
10. Palayamkottai to Tenkasi

Most of the roads had two or more short branches of one to ten km connecting important villages with main roads and formed a complete network of communication.

The district is well supplied with the material for road construction. The roads were constructed in quartz, genesis, and hard
lime stones. The over ground quarries near Ambasamudrum its extreme hardness. 45

In Salem District, the new ghat road was constructed in 1900-1902 and is used for vehicular traffic. 46 There were also bridle paths ascending the Shervaroys from Kodaympatti and Manjavadi Ghat. In 1858, the Forest Department constructed a Ghat Road from Bommidi Railway Station to Yercaud by way of the Velappadi Valley and Muluvi. This road was intended to be developed later cart road. The zigzag portion of the road is now thickly overgrown with jungle and much of revetment was washed away. 47

In Salem, the soil of the district was favourable to road formation. The roads were sufficiently broad, the standard width being 24 feet between terms in the case of major district roads and 16 feet in the case of village roads.

In Tiruchirapalli District, the Local Board maintained most of the roads, but the condition of roads was very fair and some trunk roads were gravel. The important roads at the beginning of the 20th century were those running from Tiruchirapalli to Chennai through Peramabulate

46. G.O. No. 1335 (B), Public Works Department, dated 11.05.1901.
47. E.J. Richards, op. cit., p. 297.
to Salem (via) Musiri and Namakkal to Authur through Udayarpalayam to Erode (via) Karur, and to Madurai (via) Dingigul. These roads were maintained by the District Board. The Local Fund Board of Tiruchirapalli maintained 25 roads during this period. 48

The important roads were classified into two viz. Trunk roads and marketing roads. When the survey was made by Vipan, Tiruchirapalli district had a total of 203 km of roads out of which 1010 km were motorable, but unmetalled 45 km of roads in this district were maintained by the Public Works Department. From Vipan’s report49 in 1946, the Highways Department was created. The Great Southern Trunk Road passing through Tiruchirapalli – Coimbatore Trunk Road upto Karur Municipality.

In this district 14 important market roads were there:

1. Tiruchirapalli to Pullambadi
2. Thiruchirapalli to Koppampatti
3. Thiruchirapalli to Thanjavur
4. Manapparai to Kulithalai
5. Musiri to Thanjavur

6. Ariyalur to Tirumanur
7. Ariyalur to Jayakondam
8. Vellar Anicut to Lower Anicut
9. Karur to Dharmapuram
10. Karur to Aravankurichy
11. Pullambodi to Tirumalavadi
12. Thiruchirapalli – Namakkal

In addition to these roads, 10 second class roads with a total length of 232 km and third class roads of 46 km were brought under the control of Highway Department. In 1961, the total length of the roads was 4896 km.\(^{50}\)

In the latter half of the 19\(^{th}\) century, the Thoothukudi District witnessed considerable increase in the construction of roads and bridges. Still the development of communication particularly transport was low. Jatkhas and bullock carts were a common mode of conveyance. In 1915, some improvement did not occur. The East India Company was also conveying passengers through the line that connected Kulaseharapattinam with Thisayanvilai.\(^{51}\)

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In Thoothukidi former Southern Trunk Road which ran through Tirunelveli District. The second class roads were not in bad condition. The few roads were constructed in the present Thoothukudi area such as Kalugumalai to Devarkulam

Ettayapuram to Kovilpatti

Nagalapuram to Melakarandai

Devarkulam to Nallur.\textsuperscript{52}

Besides these, there were other important roads connecting the villages.

In Kovilpatti taluk, the means of communication in 1916-17 were new roads which were built and acquiring lands. In 1964, the number of important roads was maintained by the local bodies.

In 1890-1921, there was slow development in the foot path to construction of roads. The foot paths in the city of Madras constituted a major role in the sphere of road management. In this growing city, heavy bus and other vehicular traffic, paths were quite essential in the interest of pedestrians. Foot paths were being provided as far as funds permitted.\textsuperscript{53} It was felt that foot paths really from past of the road and so the standing

\textsuperscript{52} G.O. No. 2233(C), Public Works Department, dated 27.03.1917.

committee (work), while considering the budge, agreed that construction foot paths should be taken up and done as were met through various sources such as Revenue Funds, Loan Funds, Funds available from supplement grants and the annual allotment in the budget. The Corporation of Madras allotted a part of the amount in the annual budget each year for the construction of foot paths.  

From 1927 to 1937 there was slow development in the construction of foot paths due to the lack of fund. Some of the foot paths constructed during these period were the foot paths in North Beach Road, General Hospital Road, Mount Road, from Dams Road junction to Bolotto building, Wallaja Road, China Bazaar Road etc. From 1938 onwards appreciable progress was made in the construction of foot paths on the main roads, such as Tiruvottiyur High Road, Wall Tax Road and Mount Road were provided. In 1939-40 along with the annual budget, a supplemental grant of Rs.4,000 was sanctioned by the council for “Repairs to Foot Paths.” Out of these funds repairs to the foot paths in Gandhi Irwin Road, improvements to the foot paths in village road, cement concreting the foot path on the southern side of a Anna Pillai Street etc., were carried out.

54. G.O. No. 3037(W), Public Works Department, dated 15th December, 1927.
55. G.O. No. 68 (MS), Public Works Department, dated 15th January, 1938.
Subsequently during 1940-41, the diversion of a sum of Rs.13,600 was sanctioned by the council of its meeting held on 15.10.1940, for 1) Reconstruction of the existing foot path in General Hospital Road from Sydenhams Road junctions to Stanley viaduct with granolithic flooring, 2) Laying granule flooring 1½” thick over brick jelly lime concrete 4” thick on the eastern side of the Mount Road from the junction of General patterns Road to Union and company and Reconstruction of the existing foot path on the western side of Mount Road from Binny’s Road junction to Addison & Co. with granolithic flooring. These foot paths were to be met out of the savings, under “special road making” During the Second World War the importance of foot paths was realized more in the city roads with their large volume of fast moving traffic. In accordance with the policy of the Corporation to construct footpath in all the important roads, pavements were provided in 1941 in the following places.

North Beach Road from Ebramji Sahib Street to level crossing, Farrens Road from Buckingham Canal towards west. Thiruvottiyur High Road, Arunachal Naicken Street, Whites Road between Patallows Road and Mount Road, Body Guard Road, and reconstruction of good path in

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General Hospital. By the end of 1945, most of the roads in the city were provided with footpaths.\textsuperscript{58}

The expenditure incurred on repairs to foot paths during the year 1942 was only Rs. 3,910. The low expenditure was primarily due to want of cement required for manufacturing kerbs and for repairing cement pavements. Petty repairs were attended during this period such as foot path in Light House Road, Royapetta High Road, and Edward Elliot’s Road. In 1943, the expenditure was increased to Rs. 10,855 with this amount the foot paths in Luz Church Road, North Mada Street, Decaster Road, Mount Road between Eldams and Cenotaph Road and the foot path in front of Ramakrishna Home were constructed.\textsuperscript{59} Special attention was paid during 1944-45 to the construction and improvements of foot paths in the city. A supplemental grant of Rs., 2,00,000 was sanctioned by the council for this purpose out of the loan from the government.\textsuperscript{60} With the view to make the foot paths free from obstructions of all sorts, steps were taken by the Corporation of Madras, to remove street peddlers and confiscation of their goods. Measures were also taken to remove most of the diseased beggars and they were sent to the special home maintained by the Corporation of Krishnampet. Besides these, Traffic Islands were

\textsuperscript{58} Administration Report of the Corporation of Madras 1939, Corporation of Madras, 1940, p. 43.  
\textsuperscript{59} G.O. No. 2241 (Ms), Public Works Department, dated 25\textsuperscript{th} Ocotber,1943.  
\textsuperscript{60} G.O. No. 700 (Ms), Public Works Department, dated 13\textsuperscript{th} March,1946.
also formed at the junctions of important roads such as Mount Road, Poonamalle High Road, Wall Tax Road, Greens Road, Royapetta High Road etc. These traffic islands were provided with a view to ensure easy regulation to traffic minimize accidents.

Thus roads developed during the first half of the 20th century. In the course of the First World War (1914-1918) and Second World War (1939-1945) roads were developed for the transportation of army and materials from one place to another place. As the number of vehicles continued to increase regularly the repair and creation of new roads also increased. It further promoted the transportation of goods and the movement of population from place to another in search of more profit and better employment opportunities.

61. G.O. No. 4298 (Ms), Public Works Department, dated 12th November, 1943.