M.R.O. 1—77,006—8-6-37.

(1) Number of pages 6

(2) Date of repair 18-11-40

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No. 1459 Press
84-85 Mis.

Dated 13-10- 1872.

5/4

Not to be folded or roughly handled

No. 84. Read the following Proceedings of the Board of Revenue, dated 24th September 1873, No. 1926 :—

Read the following letter from the Hon. D. ARBUTHNOTT, Collector of Tanjore, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated 29th August 1873, No. 308 :—

I HAVE the honour to report on the progress made in 1872-73 in improving the Salt communications in this district.

2. Subjoined is an abstract showing the entire expenditure on these lines of communication during the past year :—

				RS.	A.	P.
1.	Repairing Road, No. 3, from Adrampatam to Sengipatty ...			3,358	7	11
2.	Do.	,, 8, ,,	Tanjore to Pattucottah	3,393	2	3
3.	Do.	,, 18, ,,	Mannargudi to Vadarniem... ...	1,736	10	6
4.	Do.	,, 21, ,,	Arandhangy to Minpasal	1,150	0	0
5.	Do.	,, 24, ,,	Muttupettah to do. along the sea coast... ...	1,900	0	0
6.	Do.	,, 32, ,,	Mayaveram to Kavaripatam ...	366	7	6
7.	Do.	,, 44, ,,	Teruvengad to Neidavasal... ...	118	0	3
8.	Do.	,, 48, ,,	Combaconum to Kavaripatam ...	1,298	4	6
9.	Do.	,, 60, ,,	Cutumavady to Arundhangy ...	2,790	15	6
10.	Canal between Negapatam and Vadarniem			996	10	3
	Conservancy of do.			6,030	6	8
	Approaches.					
	Repairing approaches to the Depôt at Neidavasal			400	0	0
	Do.	do.	at Tranquebar	215	0	0
	Do.	do.	at Tambikanilasankottai ...	200	0	0
	Do.	do.	at the Depôt of Magalankottai, Adrampatam Division	199	0	7
	Do.	to the Depôt at Adrampatam		250	0	0
	Do.	at Catumavady		99	6	5
	Do.	at Arasanagiri		149	14	0
			Total...	24,652	6	4

3. All the approaches leading to the Salt Stations were properly maintained during the year under report, and are in good order.

4. The principal Salt roads were also in good order, with one exception, viz., Road No. 24, between Muttupettah and Arasanagiri, the southernmost Salt Stations in this district, this road, however, it is impossible to put in anything like thorough repair except at an enormous expense, which cannot at present be done till more pressing wants have been met. Major Oakes, the District Engineer, who was addressed on the subject writes as follows :—

"With regard to the Coast Road No. 24, I beg to call your attention to the Memorandum which accompanied my No. 558, dated 20th September 1871. The road crosses a flat country, intersected by numerous drainage streams, the beds of some of which are constantly shifting; the large streams are impassable during the fall of heavy rains, as the beds are little better than quicksands, and this also is the nature of many of the beds of the minor streams; to form pave-

ment even in these streams and to raise the roadway above the flood levels would probably cost not less than two lakhs of Rupees. The portions of the road which are raised and pass over a country consisting of tolerably good soil might be improved for about Rupees 15,000; but as large stretches of road would still be impassable, except in perfectly dry weather, I could not recommend that Rupees 15,000 should be laid out upon the road till more pressing wants have been met."

5. The Salt canal between Negapatam and Vedarniem has suffered a good deal by the cyclone of 1871 and the floods of February 1872, and has silted up in some places; but on the whole it works satisfactorily. As I have had only recently in my letter of the 30th June 1873, No. 227, to report on this canal and to advocate its improvement, I have little to add to what I have therein stated; I have just received the orders of Government approving of my proposal.

SUBMITTED for the information of Government.

2. The Salt roads and approaches to Salt pans including the Vedarniem Canal were maintained in good order during the past year at a cost of Rupees 24,652.

3. The Collector reports that there is one road which it is impossible to keep in repair except at an unreasonable cost; viz, that from Muttupettah to Arasanagiri the distance is not given, but it is said two lakhs of Rupees would be required to make it passable throughout the year.

4. This is clearly out of the question, it must remain as a fair weather road.

(A true Copy and Extract.)

(Signed) H. Sr. A. GOODRICH,
Acting Sub-Secretary.

Transferred to the Financial Department with reference to G.O., No. 2361, dated 24th September 1873.

OOTACAMUND,
6th October 1873.

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government, P.W.D.

No. 85. ORDER THEREON, 13th October 1873, No. 1469.

To be recorded

(True Extract.)

W. HUDLESTON,
Chief Secretary.

Rxd. J. Wright.

Govt. of {1873} Madras.

FINANCIAL.

Dated October, 13th.

Read. *Encl.*

G.O., 13th October 1873, No. 1469.

OCTOBER.
Nos. 84-85.

Salt Roads in Tanjore District.—Proceedings of the Board of Revenue forwarding the Collector's report on these roads for 1872-73, recorded.

Govt. of {1873} Madras.

Financial

Dated 13th Oct.

Rcd. Encl.

G. O. 13th Oct., 1873, No. 1469

Nos. 84-85.

Salt Roads in Tanjore District.

Proceedings Board of Revenue forwarding the Collectors report on these roads for 1872-73, recorded.