M.R.O. 1—77,006—8-6-37.

(1) Number of pages 8

(2) Date of repair 15-8-40

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No.	1862	Press Mis.
		3-4
Dated	2-11-	1874.

6/7

Not to be folded or roughly handled

CTR

No. 3. Read the following Proceedings of the Board of Revenue, dated 13th October 1874, No. 2974 :—

Read the following letter from R. W. BARLOW, Esq., Collector of the Chingleput District, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Sydapet, 18th September 1874, No. 510 :—

I HAVE the honor to report on the state of the salt roads in the district for 1873-74.

2. The roads approved of by the Board as salt lines are—

(1.) From Chunambucolum to Trunk Road No. 1.
(2.) From Allathur to Thenbakum.
(3.) From the town of Cheyur to the salt-pans, and
(4.) From Tiruporur to the Covelong Salt-pans.

3. Of these, the first has been transferred to the Nellore District, and its condition reported on in my letter No. 303, dated 30th June 1874, embodied in the Board's Proceedings, dated 24th July, No. 1,945.

4. The road from Allathur to Thenbakum is twenty-six miles long; but only eight miles of it, viz., from the 18th to the 26th mile, lie in this district. From 18$\frac{1}{8}$th mile to 20$\frac{3}{4}$ths, the road passes through a marshy tract and requires in consequence to be metalled and gravelled. The rest of the road requires also to be metalled, and a road-dam with side walls is stated to be needed at the 20$\frac{1}{2}$ mile. Provision will be made in the Budget of Petty Construction and Repairs for 1875-76 for remedying these defects.

5. The Cheyur Road is in very good order, and the Sub-Collector states that nothing is required, save the construction of one culvert to replace a road-dam. This also will be attended to in the next year's budget.

6. As regards the last-named road, from Tiruporur to Covelong Salt-pans, I enclose, for the information of the Board, an extract from the late Acting Sub-Collector Mr. LeFanu's letter, dated 15th July, No. 350, from which it will appear that the road should be abandoned as skirting the backwater, and consequently requiring a very large outlay for completion, not to speak of the proportionately large grant that will annually be required for its maintenance. Mr. Crole, whom I have consulted since, is also strongly of this opinion, in which I also concur.

7. Mr. LeFanu, it will be seen, proposes to abandon, with this road, the salt platform at Kelambakum, and to open one at Tiruporur instead ; but I disagree with him here. The salt made at Kelambakum, or rather the bulk of it, is brought down to, and sold at Homes' Gardens ; and to move the platform several miles further off would add to the expense of water transit without any compensating advantage ; while, as regards the salt that used to find its way through retail dealers into the interior through Tiruporur by this road, I may observe that the quantity is not large, and that there is water communication by canal from Kelambakum to within about two miles of Tiruporur, and there is a project on foot for extending the same by a cross channel at right angles to the main canal right up to Tiruporur.

Vide Board's Proceedings, dated 28th November 1873, No. 8,166.

ENCLOSURE No. 1.

From H. LEFANU, Esq., Acting Sub-Collector of Chingleput, to R. W. BARLOW, Esq., Collector of Chingleput, dated Sydapet, 15th July 1874, No. 350.

* * *

2. THE last of these three roads I inspected myself. For about 1½ miles from Tiruporur, the road is in fair order. From this point, the road (to give it by courtesy the name to which it is not entitled) skirts more closely the backwater, and varies in character from a tank-bund in bad order, with a river here and there intersecting it, to a miniature representation of the Rocky Mountains. The latter I have not seen, but I can think of nothing else in the whole order of nature to which portions of this "road" could be likened. Where masonry has been employed, it is in many places tumbling to pieces from neglect. In other places, large and expensive bridges are needed. Along both sides of the "road" for a considerable length, some good metal has been stored, but no attempt was made to spread it, and it is melting away under the heavy rains, and in some places overgrown with creeping plants. When I state that in the attempt to inspect only a portion of this "road," I was occupied from 3 P.M. to 10 A.M., you may realize its condition.

3. My own opinion about this road is that it ought to be abandoned altogether. No sum of money would make it a good one. It would be continually exposed to being washed away, and one breach in a salt road which skirts a backwater would make it wholly useless for salt traffic. I would recommend the abandonment of the present salt platform at Kelambakum, the improvement of the eastern branch of the canal at Covelong (it is even now in fair order and passable), the deepening of the branch to Tiruporur, and its prolongation to that town. At Tiruporur, I would recommend the construction of a salt platform, instead of that at Kelambakum. These changes would cost no more, probably less, to execute than the putting the present half-made road in order, and the subsequent annual cost would be a trifle, while the road would require a heavy maintenance allowance. Water-carriage is so cheap, that the increased cost of taking the salt to Tiruporur would not be worth considering.

4. As to land traffic between Kelambakum and Tiruporur—for this, in my opinion, it would be undesirable to repair the raised "road," the existing bandy-track could be improved at comparatively little cost, and being on a level with the surrounding country, would not be so liable to be washed away by heavy rain or floods. In a few places road-dams would be necessary.

* * * *

(True Copy.)

(Signed) R. W. BARLOW,
Collector.

SUBMITTED for the information of Government.

2. The only portion of this report which requires notice is that relating to the road from Tiruporur to Kelambakum. Mr. Barlow concurs with the late and present Sub-Collectors in recommending the abandonment of this road, and, looking to the probable cost of reconstruction and maintenance, the Board support the recommendation. It is, however, necessary that the sale depôt should be made accessible from the town of Tiruporur and the adjoining country.

3. The Collector will consider and report whether this can best be effected by constructing a new road from the present platform at Kelambakum or by opening a sale depôt at or near Tiruporur, so situated that salt can be conveyed to it by water.

(True Copies and Extract.)

(Signed) C. A. GALTON,
Acting Sub-Secretary.

No. 4. ORDER THEREON, 2nd November 1874, No. 1862.

Copy furnished to the Public Works Department.

(True Extract.)

D. F. CARMICHAEL,
Acting Chief Secretary.

To the Public Works Department.
" Board of Revenue.

Exd. W. H. French.

Govt. of 1874. Works.

FINANCIAL.

To

THE PUBLIC WORKS DEPARTMENT,

&c., &c., &c.

Dated November, 2nd

Read.

Read.

G.O., 2nd November 1874, No. 1892.

NOVEMBER.

Nos. 3-4.

Salt Roads in the Chingleput District.—Proceedings of the Board of Revenue, submitting the Collector's report on these roads, with a recommendation in favor of the abandonment of the road from Tiruporur to Kelambakkum as proposed by the Collector, furnished to the Public Works Department.

5

No. 2,974.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 13th October 1874.

Read the following letter from R. W. BARLOW, Esq., Collector of the Chingleput District, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Sydapet, 18th September 1874, No. 510 :—

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5. The Cheyur Road is in very good order, and the Sub-Collector states that nothing is required, save the construction of one culvert to replace a road-dam. This also will be attended to in the next year's budget.

6. As regards the last-named road, from Tiruporur to Covelong Salt-pans, I enclose, for the information of the Board, an extract from the late Acting Sub-Collector Mr. LeFanu's letter, dated 15th July, No. 350, from which it will appear that the road should be abandoned as skirting the backwater, and consequently requiring a very large outlay for completion, not to speak of the proportionately large grant that will annually be required for its maintenance. Mr. Crole, whom I have consulted since, is also strongly of this opinion, in which I also concur.

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(True Copy.)

(Signed) R. W. BARLOW,
Collector.

SUBMITTED for the information of Government.

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(True Copies and Extract.)

Acting Sub-Secretary.

To the Acting Chief Secretary to Government, Financial Department.
" the Collector of the Chingleput District.

Copy to the Acting Secretary to Government, Revenue Department.

Exd. W. H. French.

1862

Financial 1874. Separate

Board of Revenue,

MADRAS.

PROCEEDINGS, 13TH OCTOBER 1874, No. 2,974.

Dep 23 Oct 1874

~~Encl.~~

25/

R. 2261

Received 30 October 1874.

OCTOBER.

No. 2,974.

Salt Roads—in Chingleput District.—Collector's report on state of — for 1873-74, submitted to Government with recommendations in favor of abandonment of road from Tiruporur to Kelambakum, as proposed by Collector.

Cotta 2d Nov 1874 No. 1862 Mbl 31/10

Copy furnished to the Public Works Department

30/10/74

To Mr Sec Ch 13/10/74

C 30/10 R 2/11

Govt. of {1874} Madras.

First

To

The Public Works Dept.

and

G. O. 2 Nov., 1874, No. 1862.

Nos. 3-4.

Cart-road in the Chingleput Dt. Proceedings of the Board of Revenue, submitting the Collector's report on the road, with a recommendation in favour of the abandonment of the road from Tirupporur to Kelambaukum as proposed by the Collector, furnished to the P. W. Dept.