

(1) Number of pages 8(2) Date of repair 4-11-38(3) Initials of the Referencer 4

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cons. 31-3-1860

G.O. No.	641	Press
		Mis.
86-87		
Dated	28-3-	1860.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
for the month of March 1860.*

No. 86. Read the following letter from Colonel J. H. BELL, Chief Engineer, to the Secretary to Government, Fort Saint George, dated Chépaúk, 6th March 1860, No. 11,080 :—

With reference to the orders marginally quoted, I have the honor to report that, in Extract

No. 301, dated 27th February 1860.
1 Extract from Colonel Lawford's
Journal, dated 30th January 1857,
(annexed.)
No. 2148, dated 23rd November 1857.

Minutes Consultation of the 10th March 1857, No. 449, Government directed that an Estimate for metalling the Markánam and Tindivanam Salt Road, should be entered in the Budget of 1858-59, and on the date marginally noted, the said Estimate, amounting to Rupees (22,800), twenty-two thousand and eight

hundred, was sanctioned, but has been under restriction ever since.

3. It was entered in the Budget of 1859-60, but was struck out of that for 1860-61, which was filled up with other works believed to be of greater importance; and the work cannot, therefore, be undertaken before 1861-62, unless Government are pleased to make a special exception in favor of a Road of such great importance to the revenue.

3. In 1857, Colonel Lawford, then Superintending Engineer, Southern Circle, visited the road, and I beg to annex copy of his remarks* on its condition and importance, and on the expediency of allotting for its improvement a small proportion of the Salt Revenue.

Journal dated 30th January 1857.

Extract from Journal of the Proceedings of Major E. LAWFORD, Superintending Engineer, Southern Circle on Circuit, to the Chief Engineer, dated 30th January 1857.

The whole road from Tindivanam to Markánam 20 miles long is a Salt Road, and gives passage to little less than 10,000 tons per annum. It has cost about 26,000 Rupees including this bridge, and is still in a very unsatisfactory state. To metal this road and its branches to the Salt Pans will probably cost 20,000 Rupees more, and the work is urgently necessary.

The sales of Salt at these Pans average about two lacs of Rupees per annum. The net profit to Government on each garce is Rupees 106-8, and if 3 per cent. of this were set apart for the improvement of the road, an annual outlay of 6,000 Rupees would be ensured not only without impairing the revenue, but with a certainty of increasing it. The Salt Roads are purely and entirely Government works, the maintenance of which should be provided for out of the Salt Revenue, as much as the charges of a Railway out of its receipts, and as the cost of making the Salt is now paid.

The traffic across the bridge in December last was 1,076 carts, 1,846 bullocks, and 154 asses.

The Salt Sales, (exclusive of Pondicherry), amounted to 1,71,622 Rupees in 1856-57 and in six months of the present Fasli year they have risen to 1,28,000 Rupees at the Markánam works.

(True Extract.)

(Signed) J. H. BELL, Colonel,
Chief Engineer.

No. 87. ORDER THEREON, 28th March 1860, No. 641.

The Chief Engineer will instruct the District Engineer of South Arcot in communication with the Collector to repair the road referred to in this letter from the general repair funds of the District, so far as may be practicable.

2. The Salt Revenue can no more be devoted to such a purpose than any other part of the Government Revenue.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Central Office of P.W.
Sépakkam

N^o 11080

6th March 1860.

From,

The Chief Engineer

To,

The Secretary to Government
P. W. D.

Public.

Sir,

With reference to the orders marginally

N^o 301, dated
27th February 1860.

by quoted, I have the honor to report that
in Extract Minutes Consultation of the 10th
March 1857, N^o 449, Government directed
that an estimate for metalling the Merconum
and Tinderanum Salt Road should be
entered in the Budget of 1858, 59 and on the

N^o 2148, dated
28th November 1857.

date marginally noted the said estimate
amounting to Rupees 22,800, Twenty two thou.

and eight hundred, was sanctioned, but
has been under restriction ever since.

2. It was entered in the Budget
of 1859/60 but was struck out of that for 1860/61

which

which was filled up with other works believed
to be of greater importance, and the work can
not therefore be undertaken before 1861/62
unless Government are pleased to make a special
exception in favor of a road of such
great importance to the Revenue.

3. In 1857, Colonel Lawford then
Superintending Engineer Southern Circle visited
the road, and I beg to annex copy of his
remarks on its condition and importance, and
on the expediency of allotting for its improve-
ment a small proportion of the Salt
Revenue.

Journal dated
30th January 57

Central Office of P.W.
Seppaham
6th March 1860.

I have the honor to be

Sir,

Your Most Obedt. Servt.

M. L. D. Colonel.

Chief Engineer.

To,
The Secretary to Government
P. W. D.

Extract from Journal of the Proceedings of Major
Lawford Superintending Engineer Southern Circle
on Circuit, to the Chief Engineer, dated 30th
January 1857.-

The whole road from Tindivanam to
Arcanum 20 Miles long is a salt road, and gives
passage to little less than 10,000 tons per Annum.
It has cost about 20,000 Rupees including this bridge
and is still in a very unsatisfactory state. To metal
this road and its branches to the Salt pans will pro-
bably cost 20,000 Rupees more, and the work is
urgently necessary.

The sales of Salt at these pans average
about 2 Lacs of Rupees per Annum. The net pro-
fit to Government on each garce is Rs. 106-8-
and if 3 per cent of this were set apart for
the improvement of the road an annual outlay of 6,000
Rupees would be ensured not only without
impairing the revenue, but with a certainty of
increasing it. The salt roads are purely, and
entirely, Government works the maintenance

of-

+11+

which should be provided for out of the Salt-revenue, as much as the Charges of a Railway out of its receipts, and as the Cost of making the Salt is now paid.

The traffic across the bridge in December last was 1076 Carts, 1846 bullocks and 154 asses.

The Salt Sales / exclusive of Pondicherry / amounted to 1,71,622 Rupees in 1856/57 and in six months of the present fiscal year they have risen to 1,28,000 Rupees at the Mercanum works.

(True Extract.)

M. Bell. Colonel.

Chief Engineer.

U.

2 May

29th Feb 60 - 4262-443.
 10th Feb 60 - 93494.
 24th Nov 60 - 1934118.

Wm. 1860 Department
 Secy of Govt. Wellington.
 8th Dec. 616.

From
 The Chief Engineer
 To
 Secy of Govt. Wellington.
 20th Dec. 616.

(Date 6th Dec 1860)
 Received of Zealand 1860.
 11th 1860 11080

With an order
 Obeyed with reference to
 order of Government 1860-301
 dated 29th Dec 1860, that
 the Budget of 1860/61 contain
 an estimate of 33,225,000 for
 meeting the cost from a
 Government in the District of
 Coast, and points out that
 the cost cannot be met by
 the 1860/61 estimate, and
 is to be met by the 1861/62
 estimate.

16th March 1861.

11th Dec 616.

The Chief Engineer will
 instruct the District Engineer of Coast
 and in communication with
 the District Engineer of Coast
 referred to in the letter from
 the District Engineer of Coast
 which, so far as may be possible
 will be more the object of the
 will be to purchase than any other
 part of the Coast Revenue.

Wm
 11th Dec 616.
 280 March 1861

Chief Engineer
 Secy of Govt. Wellington.
 11th Dec 616.