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(2) Date of repair 21-3-42

(3) Initials of the Reference

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 262 Press / Mis.

319220

Dated 10-2- 1942.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 19th February 1862.

No. 319. Read the following Endorsement of the Deputy Chief Engineer, Southern Circle, dated Chepauk, 8th February 1862, No. 10,386.

Read the following letter from Captain E. A. FOORD, District Engineer of South Arcot, to Colonel W. I. BIRDWOOD, Deputy Chief Engineer, Southern Circle, dated Cuddalore, 27th January 1862, No. 164 :—

SIR,

1. With reference to your Endorsement No. 9,704, on Proceedings of the Board of Revenue, regarding the roads to the Salt Pans, I have the honor to inform you that the Salt Pans of this District are situated at Merkanum, Goondalum, Teagavully and Killay, many miles apart, and a survey showing the approaches to each of them would take a long time to prepare.

2. The roads leading to the Salt Pans have all been made since I have had charge of the District, that is within the last six years. To Goondalum there is a bridged and gravelled road connecting it with the high roads from Cuddalore to Chittambaram and Virdachellem. The Killay road was made from the local fund and is kept in repair from the same source, but being formed with clay and sand is somewhat difficult to travel over in wet weather. No gravel is met with near this road.

3. The Teagavully Pans are situated close to the Puravenaur, which is always navigable as far as Cuddalore, but I believe the salt is not conveyed by the river. A road is now being made (from the local fund) to connect these Salt Pans with the Chittambaram and Virdachellem roads.

4. The Merkanum Salt Pans are the most important in the District. They are much more accessable than they used to be, but a great deal yet remains to be done. The back-water near Merkanum was bridged six years ago, and the road has been gravelled from Merkanum across the swamps to Kundad. But between Kundad and Tindevanum there are several miles of black cotton soil. A large estimate for metalling these miles was sanctioned four years ago, but the money has not been available. I have recommended that 5,000 Rupees should be laid out on this road next year, and with that sum the worst part of the road may be put into good order.

5. It is certainly a strange thing that Salt Pans, yielding so large a Revenue as those at Merkanum, should have been left for many years without any road whatever leading to them, and that the road commenced six years ago should be left in an unfinished state. If a certain sum were allowed for the Public Works of a District and the distribution of that sum left to the local authorities, then a necessary work like this, once commenced, would be carried on to completion.

6. I shall at once instruct the Executive Officers to inspect the salt roads and make such repairs as may be required, but I suppose it would not be of much use sending up fresh estimates for these roads, when a large estimate, sanctioned four years ago, is still under the restrictive order.

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1 Original letter, No. 164, dated 27th January 1862.

1. Submitted for the information of Government, with reference to letter, No. 9,705, dated 23rd January 1862.

2. Government will observe that the road leading to the Goondalum Salt Pans is bridged and gravelled, that the Killay road was made from the local fund, and is kept in repair from the same source ; and that a road is now being made (from the local fund) to connect the Teagavully Pans with the Chittambaram and Virdachellum roads.

Proceedings of the Madras Government, Public Works Department, 19th February 1862.

3. The most important Pans in the District, are those in Merkanum. The back-water near Merkanum was bridged six years ago, and the road thence to Kundad, gravelled: but between the latter place and Tindivanum there are several miles of black cotton soil. An estimate amounting to Rupees 22,800, was sanctioned by Government in Extract Minutes of Consultation No. 2,148, dated 23rd November 1857; but owing to the restriction on public expenditure, the money was not available. The District Engineer is of opinion that by an outlay of Rupees 5,000 the worst portion of this road can be put into good order. The Deputy Chief Engineer, Southern Circle therefore recommends that the sum of Rupees 5,000 proposed by Captain Foord may be sanctioned from the reserve fund of 1862-63.

(Signed) W. I. BIRDWOOD, Colonel,
Deputy Chief Engineer, Southern Circle.

No. 320. ORDER THEREON, 19th February 1862, No. 262.

1. Before sanctioning the grant of Rupees 5,000 applied for by the Deputy Chief Engineer, Southern Circle, the Government would wish to be informed whether the District Engineer, South Arcot, ever brought to notice during the past two years that the worst portion of the road between Kundad and Tindivanum might be put in good order by an outlay thereon of Rupees 5,000, and if so, what steps were taken in the matter by the Central Office.

2. The Government consider that the estimate of Rupees 22,800, which was sanctioned so long ago as November 1857, should be revised with reference to the rates now prevailing in the South Arcot District and re-submitted for sanction.

(Signed) W. H. HORSLEY, Lieut.-Colonel,
Secretary to Government.

No. 164

Cuddalore
2nd January 1862

3

From
The District Engineer
South Arcot

To
The Deputy Chief Engineer
S. C.

Sir,

With reference to your endorsement No. 9[illegible] on Proceedings of the Board of Revenue regarding the road to the Salt pans I have the honor to inform you that the Salt pans of this District are situated at Merkanum Gondalem, Elagunchy and Villam, many miles apart, and a survey showing the approached to each of them would take a long time to prepare.

2. The roads leading to the Salt pans all been made since I have had charge of the District, that is within the last six years. At Gondalem there is a bridge and gravelled road connecting it with the high roads from Cuddalore to Puttambaram and Virdachellum. The Villam road was made from the Local Fund and is kept in repair from the same

4/6

source, but being formed with clay land is some what difficult to travel over in wet weather. No gravel is met with near the road.

3. The Eraavanilly pans are situated close to the Eraavanam, which is always navigable as far as Cuddalore, but at present the salt is not conveyed by this river. A road is now being made from the Local Fund to connect these salt pans with the Muttandiram and Viridachellum roads.

4. The Puruéanum salt pans are the most important in this District. They are much more accessible than they used to be, but a great deal yet remains to be done. The back water near Merkanum was bridged this years ago and the road has been gravelled from Merkanum across the swamps to Tundad. But between Tundad & Viridanum there are several miles of black cotton soil. A large estimate for metalling these miles was sanctioned four years ago, but the money has not been available. I have recommended that 6000 cuftes should be laid out on this road next year, and with that sum the worst part of the road may be put into good repair.

5. It is certainly a strange thing that salt pans yielding so large a revenue as those at Merkanum, should have been left for many years without any road whatever leading to them, and that the road commenced five years ago should be left in an unfinished state. If a certain sum were allowed for the public works of a District and the distribution of that sum left to the local Authorities, then a necessary work like this, once commenced, would be carried on to completion.

6. I shall at once instruct the Executive Officers to inspect the salt roads and make such repairs as may be required, but I fear it would not be of much use dealing out these estimates for these roads, when a large estimate, sanctioned four years ago, is still under the restrictive order.

I have the honor to be
Sir
Your Most Obd Servant

E A Ford Captain
Distt Engr Cuddalore

N:- 10386.

Submitted for the information

1 of Government, with reference to letter N:- 9705, dated 23rd January 1862.

2 Government will observe that the road leading to the Goondalum Salt pans is bridged and gravelled, — that the Killay road was made from the Local Fund, and is kept in repair from the same source; and that a road is now being made (from the Local Fund) to connect the Nagavully pans with the Chittambaram and Virda=-chellum road.

3 The most important pans in the District, are those in Mercanum. The back-water near Mercanum was bridged six years ago, and the road thence to Pundal, gravelled: but between the latter

latter place and Tindevanum there are several miles of black cotton soil. An Estimate amounting to Rs 22,800 was sanctioned by Government in Extract Minutes of Consultation No 2148, dated 23rd November 1857; but owing to the restriction on public expenditure, the money was not available. The District Engineer is of opinion that by an outlay of Rupees 5,000 the worst portion of this road can be put into good order. The Deputy Chief Engineer Southern Circle therefore recommends that the sum of Rupees 5,000 proposed by Captain Foord may be sanctioned from the Reserve Fund of 1862/63.

Cuddalore Office Pr
Chepauk
8th February 1862

Colonel
Deputy Chief Engineer &c.

To
Lieut Colonel R. H. Horsley
Chief Engr & Secy to Govt PWD
Fort Saint George

23rd Novr 1857 Nos 80 to 118
1st Feby 1862 — 10 - 11.

From the Dpy Ch: Engr
No 19 "March 1862
Cav: 807
From Dse 8/15 Dept/12 Cav 2/93
in Rio 0
sanctioned so long
ago as November 1857 should
be revised, with re:
ference to the rates
now prevailing in
the South Arcot
District and re:
submitted for
sanction.

Ent: 319 & 320.

13 Copies
No 19 Fort St George
19th Feby 1862
The Dy Chief Engr & Secy
Dispd 20
No 87

Public Works 1862 Depts
Copy of Govt Ltr February
From No 362
Colonel H. I. Birdwood
Dy Chief Engr &c
&
Lieut Col W. H. Harvey
Ch: Engr & Secy: to Govt
Fort St George
Dated 8th
Rec'd 11th February 1862
262-19 Feby
No 10386.

Submits a letter from the District Engineer of South Arcot reporting on the state of the salt pan roads in that District & recommends that a sum of Rs 5000 may be sanctioned from the Reserve Fund of 1862/63 for repairing the road between Mercanum & Tindavanum
With an Order

No 262.

Before sanctioning the grant of Rs 5,000 applied for by the Deputy Chief Engineer South Circle the Govt would wish to be informed whether the District Engineer's attention has ever been brought to notice during the past two years that the worst portion of the road between Mundagapattu and Vindavanum might be put in good order by an outlay thereout of Rs 5000, & if so, what steps were taken in the matter by the Central Office.

The Govt consider that the Estimate of Rs 22,800, which was sanctioned