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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.

3340

Press

Mrs.

47-48

Dated

3-2-1866.Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
3rd February 1864.*

No. 47. Read the following Proceedings of the Madras Government in the Revenue Department:—

Communicating the replies of the Collectors to the Board's Circular requesting them to report upon the state of the branch roads leading to the Salt Pans, and to state their opinion as to the expediency of transferring the charge of these roads to the Deputy Collectors in charge of the Salt Department; and drawing attention to the statement of the Collector of Tinnevely that several of them are so narrow that two carts cannot pass each other. (Here enter 21st January 1864, No. 126.)

No. 48. ORDER THEREON, 3rd February 1864, No. 350.

1. Communicated to the Superintending Engineers.
2. The Superintending Engineer, 8th Division, will submit without delay Estimates for widening all the Salt roads in Tinnevely reported by the Collector to be too narrow.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineers,
,, Revenue Department.

MISCELLANEOUS CIRCULAR, No. XII.

Board No. 813.

From W. HUDLESTON, Esq., Secretary to the Board of Revenue,
To THE COLLECTORS OF MARITIME DISTRICTS.

SIR,

1. I am directed by the Board of Revenue to request that you will report briefly, and very speedily, on the present state of the roads leading from the Salt Depots in your District towards the interior, and on the arrangements made for repairing them, and maintaining them in order.

2. As a general rule the lines leading from the Salt Stores to the nearest Trunk Road are comparatively short, and the Board would be glad to receive your opinion as to the expediency of entrusting their maintenance and repair to the Deputy Collector in charge of the Salt Department; the roads being of primary importance to that Department, and requiring from their situation, and from the quality of the soil in the localities, more constant supervision than the Department Public Works can afford them in justice to their other duties.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) W. HUDLESTON,
Secretary.

REVENUE BOARD OFFICE,
Madras,
11th February 1863.

(True Copy.)

(Signed) W. SCHARLIEB,
First Assistant.

Exd. J. Wright.

From G. S. FORBES, Esq., Collector of Ganjam, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Chatterpoor, 7th March 1863, No. 41.

In reply to Board's Miscellaneous Circular dated the 11th ultimo, No. 813, regarding Salt roads, I have the honor to forward copy of a letter from the District Engineer, with whom I have been in communication on the subject. There is no special maintenance allowance for these roads which are mostly very short lines, and as they all join the main lines, Captain Philipps' remarks as to the facility of superintending and repairing them by the same agency as is employed on the latter appear to me to be decisive of the matter.

ENCLOSURE No. 1.

From Captain C. G. PHILIPPS, Acting District Engineer, Ganjam, to G. S. FORBES, Esq., Collector of Ganjam, dated Berhampore, 3rd March 1863, No. 389.

1. I have the honor to return the Board of Revenue Circular No. XII, dated 11th February, and to state that I can see no harm, or yet utility in handing over to Salt servants, the repairs necessary to short portions of road to salt pans, from the main or trunk lines. Hitherto these have been kept in good order at all seasons, by the same parties who superintend and direct the repairs of the main roads, and I can vouch for its being no additional expense to the State, and but little trouble to the men so employed.

2. During the rains, when these repairs are most necessary, the Department has less to do than in the working season, and I know that salt roads have our first attention, and have never yet been neglected in Ganjam.

(True Copy.)

(Signed) G. S. FORBES, Collector.

Exd. J. Wright.

MISCELLANEOUS CIRCULAR, No. XII.

From the Secretary to the Board of Revenue,
To the Collectors of Maritime Districts.

Dated 11th February 1863.

Received

Board No. 813.

Calling for a brief report on the present state of the roads leading from the Salt Depots towards the interior, and on the arrangements for repairing them, and maintaining them in order.

From D. F. CARMICHAEL, Esq., Acting Collector of Vizagapatam, to W. HUDLESTON, Esq.,
Secretary to the Board of Revenue, dated 18th March 1863, No. 113.

1. In reply to Miscellaneous Circular No. XII, Board No. 843, I have the honor to report that there are no Salt Roads in this District. Estimates for several such roads have been submitted and approved of by the Board,* but sanction for one only has as yet been received, viz.,

* Board's Proceedings 25th November 1862, No. 7,741.

† Board's Proceedings 5th December 1862, No. 7,959.

for the road from Gajuwaka to Nelhimuku, amounting to Rupees 8,070.†

2. Once constructed, this road might be put under the Deputy Collector, Salt Department, as proposed.

Exd. J. Wright.

From A. PURVIS, Esq., Collector of the Godavery District, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Ambajipetta, 11th March 1863, No. 47.

1. I have the honor to acknowledge the receipt of the Miscellaneous Circular No. XII, Board No. 813, dated 11th ultimo, calling for a brief report on the present state of the roads leading from the Salt Depots towards the interior.

2. Owing to the great facilities for transport afforded by the canals, by which the salt dealers are enabled to carry the article from the stores to any part almost of the Delta, and to the country on either bank of the Godavery above the anicut, the question of roads in the vicinity of the stores is of comparatively minor importance. A good road is however now in course of construction between Cocanada and Karapa, the Head Quarters of the salt Division, and may be expected to be very shortly opened for traffic. This is the road followed by dealers from the northern and north-western portion of the District above the influence of the anicut.

3. It has also been proposed to construct branch roads from one place to another in the Division as directed in the Order of Government dated 22nd July 1862, No. 1,570, communicated with the Board's Standing Circular Order of the 31st of that month, No. 4,993. Estimates have been prepared, and the work will, I believe, be commenced in a short time.

4. I am of opinion that the maintenance and repair of the roads in the vicinity of the salt stores might with much advantage be entrusted to the Deputy Collector in charge of the Salt Department. I would also place all ordinary repairs to the platforms, fencing and the like, under the same Officer.

Exd. J. Wright.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 3rd July 1863.

Read the following letter from E. B. FOORD, Esq., Acting Collector of the Kistna District, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated 24th June 1863, No. 137 :—

1. I have the honor, with reference to Board's Miscellaneous Circular No. XII, dated 11th February 1863, to forward copy of a report from my Deputy Collector in charge of Salt, on the state of the roads leading from the Salt Depôts in this District, from which the Board will observe that they are on the whole in a very fair state of repair.
2. I would recommend that the flat boats alluded to in paragraphs 8 and 9 be sanctioned.
3. The entrusting of the maintenance and repair of these roads, &c. to the Deputy Collector in charge of the Salt Department would be, in my opinion, an excellent arrangement.

ENCLOSURE No. 1.

From J. A. MARJORIBANKS, Esq., Deputy Collector, to E. B. FOORD, Esq., Acting Collector of the Kistna District, dated Buntoomilly, 22nd June 1863, No. 39.

1. With reference to the Board's Miscellaneous Circular No. XII, Board's No. 813, dated 11th February last, I have the honor, as requested by you, to report on the present state of the roads leading from the Salt Depôts towards the interior.
2. *Buntoomilly Division.*—The chief lines leading from the stores of this division are—
 - 1st. The road under construction from Toommedy *viâ* Gudivada, to the high road near Argole.
 - 2nd. The line *viâ* Moonjooloor to Goodoor.
 - 3rd. The line *viâ* Ginjaroo to Bander.
3. The first road with its numerous tunnels and bridges is nearly finished, and when completed will prove a most useful and convenient road for the Brinjary and other salt traders, as well as for the inhabitants of the Delta. Before its formation, this line was impassable during the wet season.
4. The second is a track which crossing a wide and very muddy swamp near Moonjooloor, and passing by Pedana, joins the high road at Goodoor. The swamp is impassable for carts in the wet weather; but the bridge now in course of erection at Moonjooloor will soon remove the difficulty.
5. The third is a sandy track leading direct to Masulipatam, and till recently much used by salt dealers from that place. Except at the swamp referred to in paragraph 4, near Ginjaroo, and another at Kakurlamudi, it is traversed without difficulty. Since the establishment of the new Salt Kotar at Manginapudi, this road is not much used, as most of the salt traders from Bander now go there.
6. *Manginapudi Division.*—There is no made road in this direction. The track leading to Masulipatam is sandy, crosses no swamps or channels, and can be traversed by bandies, &c. at all seasons of the year. It might be improved by the ground being levelled here and there, and as the distance to Bander is not much, an avenue of trees might be planted along its sides.
7. *Nizampatam Division.*—The principal lines leading from this Kotar are, the roads to Bapatla, Sandole, and Repalli.
8. In traversing the road to Bapatla a salt-water creek, called Moothadyravoo, has to be crossed about two miles from Nizampatam. The Palmyra ferries here are worn out, and are in a very unsafe condition. They should be re-placed by a good wooden flat. The approaches to this creek are low, and are frequently flooded by the tide. For about two miles after crossing it the road is in a wretched state.

9. The other roads, as well as the road to Bapatla, though very sandy in some parts, are traversable in the dry weather. During the wet season, the irrigation and drainage channels are difficult for carts to cross; but as far as I am aware, do not seriously impede traffic. Between the villages of Peddapilly and Chinna Mattapadu, and in one or two other places, the road requires to be cleared of prickly-pear bushes. A wooden flat, or at all events a better ferry, than the one now plying there, is greatly needed at Mungadyravoo, on the road to Repally. I am not aware in what state the road is from Sandole to Guntur, but I believe it has been improved lately.

10. *Chinna Ganjam Division.*—The Trunk road No. 6 is about 10 miles from Chinna Ganjam *via* Kadavakuduru, and a substantial bridge has been erected over the Rampeiroo, near the latter place. This line is very useful, not only for Brinjaries, &c. resorting to Chinna Ganjam for salt, but also for others who trade in grain, &c., and convey it from the interior for shipment at Motupalli.

11. There is another track from this division to the above Trunk road, crossing the Rampeiroo at Edamudy, where a temporary bridge of Palmyras used to be erected annually up to Fasli 1270. I would recommend that this bridge may be restored annually for the convenience of Lumbadies and others coming in this direction. There will then be two good roads to the Kotar.

12. I beg to state in conclusion that, where skilled labour is not required, I shall be very willing to undertake the duty of seeing all the above roads kept in order, with the aid of the different Salt establishments within the limits of their respective divisions.

(True Copy.)

(Signed) E. B. FOORD,
Acting Collector.

1. The Board do not consider the state of these approaches, as described by the Deputy Collector, to be altogether satisfactory. The Acting Collector's attention should be given to their improvement from Local Funds, to a reasonable extent, the Department Public Works being called on to estimate for the more expensive works for execution from Imperial Funds.

2. Mr. Foord will state how he proposes to meet the cost of the requisite flats, for which he should at once obtain Estimate; and will report how the ferries are worked, and, if rented, how the receipts are credited.

3. He will consider whether the boats can properly be built at the cost of the Local Fund, the ferry rents being credited to the same account.

4. The improvement of the road from Masulipatam to the Manginapudi pans should receive immediate attention.

(True Copies and Extract.)

(Signed) W. HUDLESTON,
Secretary.

To E. B. Foord, Esq., Acting Collector of the Kistna District.

Exd. J. Tulloch
Making remarks on the state of the roads to the Salt Depots, and requesting further information about the flat boats.

No. 4032.

Dated 3rd July 1863.

PROCEEDINGS OF THE BOARD OF REVENUE,
No.

1863. Department.

From J. W. B. DYKES, Esq., Collector of Nellore, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated 24th August 1863, No. 271.

1. In reply to the Board's Circular Memorandum No. XII, I have the honor to submit the required information in respect to Salt roads.

2. On the 18th April, the Deputy Collector reported on the general direction and condition of the roads, but not giving the detailed information requisite to enable me to follow him, I called for the same, and in obedience to the Board's reminder of the 23rd May last, beg to submit the same so far as obtained.

3. Cuddapah, Kurnool, and the Nizam Dominions, it will be seen are our markets in the interior. There is a small tract also in the south; we supply the Madras and North Arcot Districts; and these several markets are severally accessible some simply to pack bullocks, others pack bullocks and bandies.

4. Pack bullocks take the greater part of our Salt at present; and as regards pack bullocks the main point in respect to the maintenance of their roads is pasture.

5. On some roads we have a bandy traffic and on these we are at work, and if we could get more money, and the requisite superintendence, the trade both in cotton and salt would be greatly benefitted.

6. The wants of the Salt Department in the Madras District, will I doubt not be duly attended to, if the Board would be pleased to pass on so much of the Deputy Collector's Memorandum to the Collector of that District. North of Madras, till we get to Dugarazupatnam, we are in the Zemindary country. From Dugarazupatnam we have a road under construction that will I hope soon have a bandy traffic on it for Salt for the Western Taluks; from Krishnapatnam we have similarly a road under construction that is now carrying a fair supply of Salt to Cuddapah by return cotton bandies; and from Kottapatnam near Ongie, in the Padarte Division, we have a third road in construction to Cumbum and Kurnool.

7. The arrangements in respect to these roads are in the hands of the Department of Public Works, and in my opinion had better remain there. But I would strongly recommend the lines connecting the stores with these trunk lines being put under charge of this Department; and it would also be in the Collector's power materially to assist the bullock traffic in one important respect, if he had the means at his disposal, viz., putting up temporary bridges or causeways over the swamps and nullahs in the immediate vicinity of the stores where it is not advisable to make a permanent road. At a distance the pack droves scatter for pasture; roads of any kind are a waste of money, as they close in on the stores; on the other hand, they concentrate; bad nullahs, &c., are poached into almost insurmountable obstacles where the traffic is heavy; whilst further assistance should be given to the Salt trade as far as possible in preserving pasture for the Salt traders at the usual halting places, which shall have my attention.

ENCLOSURE No. 1.

ABSTRACT.—Statement showing the halting places of the Salt Merchants, &c., &c.

Exd. J. Wright

No. 1,420.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 9th March 1863.

Read the following letter from B. CUNLIFFE, Esq., Collector of Madras, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Ramanjeri, 19th February 1863, No. 62 :—

1. Madras.
 2. Homes' Gardens.
 3. Cheyur.
 4. Chunambat.
1. With reference to Miscellaneous Circular No. XII, I have the honor to report that the Depots for the sale of Salt in this District are as per margin.

2. To the two first the Circular does not apply. The estimate for the road from Cheyur to the Trunk road near Chettopakam has been forwarded for the sanction of the Chief Engineer, and that from Chunambat through Alatoor to the Southern Trunk road is nearly completed, and with these two communications the Southern Depots will be easily accessible. I see no objection to the Salt approaches generally being placed under the care of the Salt Deputy Collector.

The Acting Collector will be requested to report on the subject of the approaches to the Salt Depot at Pyanur, which Mr. Cunliffe has omitted to notice, with reference to the Board's Proceedings dated 13th October 1862, No. 6,845, on the Collector's letter dated 12th July 1862, No. 243.

(A true Copy and Extract.)

(Signed) W. HUDLESTON,
Secretary.

To C. A. Roberts, Esq., Acting Collector of Madras.

Edw. J. Wright.

Calling for report on the subject of the approaches to the Salt Depot at Panyanur.

No. 1,420.

Received

Deposited

Dated 9th March 1863.

PROCEEDINGS OF THE BOARD OF REVENUE.

No.

1863. Department

No. 2,060.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 10th April 1863.

Read the following letter from the Honorable R. S. ELLIS, C. B., Acting Collector of Madras, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Saidapet, 1st April 1863, No. 111 :—

1. With reference to the Board's Proceedings dated the 9th ultimo, No. 1,420, calling for a report on the subject of approaches to the Salt Depot at Panyanur, I have the honor to inform you that there is but one approach to Panyanur, namely, *via* Tirukalikundram. This approach consists only of a cart track formed by the frequent passing and re-passing of common bandies.

2. Now that Panyanur is an important Salt Depot, I would strongly urge upon the Board the necessity of having a road constructed at an early date.

3. I beg to enclose for the Board's information copy, of a letter, which I received from the District Engineer, in reply to one I addressed that Officer, since the receipt of the Board's Proceedings under reply. The Board will see from this letter that the District Engineer has no funds available to construct the road. The state of the Local Fund for the current year will not permit of my proposing to meet the cost of the road from that fund. The cost of the works already sanctioned and remaining yet to be executed for the current year is Rupees 19,793, while the probable Local Fund revenue of the year, after deducting the expenditure already incurred, is only Rupees 12,845, leaving a deficit of Rupees 6,948. I therefore beg the Board will, after communicating with the Chief Engineer, be pleased to obtain the sanction of the Government for constructing the road in question at once, and meeting the expenditure attending the construction from the Reserve Fund for the current year.

ENCLOSURE No. 1.

From Captain F. J. MOBERLY, R. E., Acting District Engineer of Madras, to the Honorable R. S. ELLIS, C. B., Acting Collector of Madras, dated Mount, 25th March 1863, No. 1,953.

1. In reply to your No. 53 of the 21st instant, I have the honor to observe that I suggested the making of a road from Tirukalikundram to Panyanur instead of to Sadras in my letter No. 983, 23rd September, and that Mr. Cunliffe in reply in the letter quoted by you agreed with me "that it would be preferable if the Board determine upon re-opening Panyanur," &c.

2. Your letter now received is the first intimation that I have received of the opening of the Salt traffic to that place.

3. The estimate which Mr. Cunliffe then countersigned was forwarded by me with the Budget in October, but the Government have not apparently funds to execute it, as it is not entered in the Budget sanctioned. I fear that your Local Funds are not in condition to cover the expenditure.

4. If you can hold out any prospect of a supply of money I will take steps to prepare an estimate, but if funds are not likely to be available, my establishment are already so thoroughly employed that I would beg to defer the undertaking.

(True Copy.)

(Signed) R. S. ELLIS, Acting Collector.

The Board are fully impressed with the urgent necessity for a good road to the Panyanur Salt pans, and resolve to request the Chief Engineer to inform them whether the necessary funds can be provided. The estimate for the work appears to have been already forwarded by the District Engineer.

(True Copies and Extract.)

(Signed) W. HUDLESTON,

Secretary.

To Colonel W. L. Birdwood, R. E. Chief Engineer, with original enclosure.

Copy to Honorable R. S. Ellis, C. B., Acting Collector of Madras.

Exd. J. Wright.

Requesting the Chief Engineer to inform the Board whether the funds necessary for constructing a good road to the Pyanoor Salt pans can be provided.

No. 2,060.

Received

Despatched

Dated 10th April 1863.

PROCEEDINGS OF THE BOARD OF REVENUE.

No.

1863.

Department.

No. 2,994.

[PROCEEDINGS OF THE BOARD OF REVENUE, dated 20th May 1863.]

Read the following letter from Captain H. L. PRENDERGAST, R. E., Acting Superintending Engineer, 4th Division, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated 9th May 1863, No. 122:—

1. With reference to the Proceedings of the Board of the 10th ultimo, on a letter of the Collector of Madras of the 1st idem, No. 111, I have the honor to observe, that no Estimate has as yet been prepared for a road from Tirukalikondrum to the Pyanoor Salt Pans. There is an Estimate of Rupees 6,730 for improving the road from Chingleput to Tirukalikondrum, forwarded by the District Engineer in October 1862, who remarked that, with the Collector's assent, he had withheld the estimate for a continuation of the same road to Sadras, as the necessity of this appeared doubtful, and it would be far better to take the road to the Pyanoor Pans.

2. Captain Moberly recommends that his Estimate of Rupees 6,730 for the road between Chingleput and Tirukalikondrum should be first sanctioned, as the most important; the latter place being one of great resort, the Tahsildar's head-quarters station, and on the road to Pyanoor; and that a survey and estimate being put in hand, the road in continuation to Pyanoor should be constructed afterwards.

4. I beg, therefore, to be favored with the Board's wishes, with a view to application being made to Government for the requisite funds.

The Board are decidedly of opinion that a good road to the Pyanoor Salt Depot is highly desirable, and that the speedy execution of the first stage to Tirukalikondrum, the Taluk Kusbah, will be of great advantage.

(A true Copy and Extract.)

(Signed) W. HUDLESTON,
Secretary.

To Captain H. L. Prendergast, R. E., Acting Superintending Engineer,
4th Division.

Copy to Honorable R. S. Ellis, C. B., Collector of Madras.

Ed. J. Wright.

No. 1,492.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 13th March 1863.

Read the following letter from C. W. READE, Esq., Collector of South Arcot, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Panrootty, 26th February 1863, No. 54:—

1. In their Miscellaneous Circular No. XII, the Board call for a speedy report on the present state of the roads leading to the Salt Depots in this District towards the interior, and the arrangements made for repairing them and maintaining them in order.

2. I do not exactly know what extent is meant to be embraced by this general term of roads leading from the Salt Depots towards the interior; but presuming that the approaches or branch roads from the main lines only are intended, I beg to state that generally these are not in an efficient state, and I have now under my consideration, estimates prepared in the District Engineer's Office for their repairs, to be paid out of the Local Funds.

3. I doubt the legitimacy of indenting on our Local Funds for an object immediately and solely to benefit the Imperial Revenues, and I had it in contemplation to address the Board on the subject.

4. I am of opinion, as suggested by the Board in the 2nd paragraph of your letter, that it is very desirable that the repairs and maintenance of all approaches to the Salt Depots branching off from trunk lines of road, should be entrusted to the Salt Deputy Collector. I think that in all ways the arrangement would be advantageous. At the present time, these roads do not receive that constant supervision and attention from the Department of Public Works, which, in view of their importance, they ought to have; and my Deputy Collector in charge of the Salt is quite willing and quite fitted to undertake the duty of looking after them, subject of course to my control.

5. It is obvious, that, in reference to their other duties, the Department of Public Works cannot give that constant supervision to the Salt approaches which they need; but the duty can be readily and efficiently done by the Salt Ameen and the Salt Deputy Collector over him. The former officer is always on the spot, and the latter frequently visits the Depots, and thus when once thoroughly repaired, the maintenance of such roads would be attended with little expense and no delay.

Mr. Reade's letter will eventually be submitted to Government with the other replies to the Board's Circular Order. Meanwhile he will be informed that the Order had in view only the branch roads to the Salt Depots from the nearest made road for general traffic, and his attention will be called to paragraph 5 of the Government Order dated 3rd February 1863, No. 286, P. W. D., circulated by the Board under date 9th February 1863, laying down the rule for the classification of Salt roads as Imperial or District works, the Local Fund expenditure being applicable only to the latter.

(A true Copy and Extract.)

(Signed) W. HUDLESTON,
Secretary.

To C. W. Reade, Esq., Collector of South Arcot.

Edw. V. Wright.

1863. Department.

No.

PROCEEDINGS OF THE BOARD OF REVENUE.

Dated 20th May 1863.

Despatched

Received

No. 2,994.

Observing that a good road to the Pyanur Salt Depot is highly desirable, and that the speedy execution of the first stage to Tiruchikondrum will be of great advantage.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 3rd March 1863.

Read the following letter from G. L. MORRIS, Esq., Acting Collector of Tanjore, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Vellum, 25th February 1863, No 73:—

1. As requested in the Board's Miscellaneous Circular No. XII, dated 11th February 1863, No. 813, I have the honor to forward herewith a Statement showing the present condition of the roads leading from the Salt Depots in this District to the nearest Trunk road.

2. The Board will perceive from this Statement that in many cases there are no made roads at all: bandies and cattle being obliged to get across the plains, which separate the Salt stores from the Trunk road as best they can.

3. In those places where a road may have been specially made (for instance Magalan Kottai), it has been usual to bring the fact of its being very much out of order to the notice of the District Engineer, and it has then been repaired by the Department Public Works. With this exception, the little which has been done towards maintaining the bandy tracks in passable order has been arranged between the Salt Peshkar and the Salt Mirassidars, the latter being called on to help when all communication between the Salt Vadis and the Trunk road is likely to be cut off.

4. I am decidedly of opinion that the maintenance and repair of these Roads should be entrusted to the Deputy Collector in charge of the Salt Department; he is really interested in their being kept in good order, and from his influence over the Mirassidars, who live in their neighbourhood, would be able to do it better and cheaper than any subordinate of the Department Public Works.

5. The District Engineer with whom I have been in communication on this subject writes to me as follows:—"The short pieces of road connecting the Salt Vadis throughout the District with the regular lines of road, can be much better looked after by the Deputy Collector in charge of the Salt Department than by any of my subordinates. Where no such roads exist, or where additional lines are decided upon, it may, perhaps, be advantageous that such should be made in the first instance by this Department on regular estimate and sanction, but thereafter I should recommend that they be maintained by the Deputy Collector under your orders, without any reference to me, and that the cost should be considered as a Salt charge. If, as I propose, these pieces of road are put on paper, their length will be known, and the cost of maintenance approximately understood, and then as they are as exclusively for Salt purposes as any other necessary of the Salt manufacture, there can, I should think, be no fundamental objection to the arrangement. If funds on the other hand have to be provided from the credits given to this Department, it is difficult to vest the charge of the roads in the Deputy Collector without considerable inconvenience, for then I require to know monthly what is expected to be spent and then what is spent, &c., and the whole of the multitudinous forms and multifarious information, which are required under the orders governing this Department, would have to be kept and furnished, and it is difficult enough, even with the subordinates with whom I am constantly in communication, to maintain regularity in the office business."

6. The only point on which I do not agree with Captain Mullins is, that these roads should be considered as a Salt charge, and not be maintained from credits given to the Public Works Department. All that he states about the desirableness of not hampering the Deputy Collector with multitudinous forms and Returns I quite concur in, but still I do not see how it is to be avoided, for I am not aware of any particular item in the Budget under which this charge can be brought, and it must therefore be met from the funds at the disposal of the Department of Public Works.

1863.

Department.

No.

PROCEEDINGS OF THE BOARD OF REVENUE.

Dated 13th March 1863.

No. 1,492.

Observing that Mr. Besant's letter on the present state of the roads leading to the Salt Depots in the district will be eventually submitted to Government with the other replies to the Board's C. O. and informing him that the Order had in view only the branch roads to the Salt Depots.

ENCLOSURE No. 1.
Present state of the Salt Roads in the Tanjore District.

Divisions.	Name of Station.	No. of Vadies at the station.	Distance from Trunk road to Vadies.	Remarks.
Arasana-gherri.	1 Arasana-gherri.....	1	4 Fur.	There are no roads to any of these Vadies, and bandies have to traverse a plain which is almost impassable during wet weather.
	2 Aiypatam.....	2	4 "	
	3 Aiypatam.....	3	3 "	
Sendalai.	1 Kutnavadi.....	1	1 Mile.	No regular road between the Trunk road and these Vadies; only an open plain.
	2 Shembiamagadevi.....	1	4 Fur.	
	3 Shendalai.....	1	2 "	
	4 Korakkan.....	1	2 "	
	5 Shambai.....	1	2 "	
Adrampatam.	1 Magalakottai.....	1	2 Miles.	A made road, but in bad order, being now repaired by the Department Public Works.
	2 Adrampatam.....	1	1 "	
	3 Tamarankottai.....	3	1 "	
	4 Tambikanalladan-kottai.....	3	1 "	
Negapatam.	1 Vedaraniam.....	1	1 "	More bandy tracks across a large plain, very heavy and almost impassable during wet weather.
	2 Negapatam.....	3	15 yards	
	3 Kovipattu.....	3	300 "	
Neidavasal.	1 Sandrapadi.....	1	1 Mile.	The Nasuni river has to be forded throughout the year; the road a bandy track, and heavy in the monsoon.
	2 Kileiyur.....	1	1 "	
	3 Tembadi.....	1	1 "	
	4 Vadapadi.....	1	1 "	
	5 Kadakadu.....	1	3 "	
	6 Tennampatam.....	1	4 "	
	7 Kilakarai.....	1	5 "	

(Signed) G. L. MORRIS,
Acting Collector.

The Acting Collector will request the District Engineer to furnish him with the least possible delay with estimates for forming the approaches to all the Salt Depots retained in the revised scheme, and which are at present supplied with made roads. He will forward this to the Board with any remarks he may wish to offer, and with an approximate estimate of the annual sum that will be required for maintenance under the Salt Deputy Collector. The cost of the work must be borne by the General Revenue, and not debited as a Salt charge.

(A true Copy and Extract.)

(Signed) W. HUDLESTON,
Secretary.

To G. L. Morris, Esq., Acting Collector of Tanjore.

Exd. J. Tulloch.

Requesting the Acting Collector to obtain from the District Engineer, with the least possible delay, estimates for forming the approaches to all the Salt Depots retained in the revised scheme, and forward the same to the Board with certain other information.

No. 1,287.

Received

Despatched

Dated 3rd March 1863.

PROCEEDINGS OF THE BOARD OF REVENUE.

No.

1863.

Department.

From V. H. LEVINGE, Esq., Collector of Madura, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Kodaikanel, 31st March 1863, No. 64.

1. With reference to the Board's Miscellaneous Circular, No. XII, and Board No. 813, dated the 11th February 1863, I have the honor to submit copies of letters received from the Salt Deputy Collector, and the Assistant Supervisor in charge of the Salt roads on the state of those roads, from which the Board will see that no arrangements have been made for repairs or maintenance, and the present sanctioned Estimates for their construction is insufficient.

2. The Salt Deputy can in my opinion very well superintend the construction and maintenance of the roads from the pans to the trunk roads.

3. With reference to paragraph 5 of Mr. Bywater's letter enclosed, I have already, in my letter No. 328 dated the 21st December 1861, condemned the Mookyoor Salt pan, which arrangement the Board acquiesced in, and I do not think the distance of five miles from the village to the pan any great inconvenience if the road is put and maintained in good order.

ENCLOSURE No. 1.

From I. RAM ROW, Deputy Collector, to V. H. LEVINGE, Esq., Collector of Madura, dated 13th March 1863, No. 26.

1. With reference to the Board's Miscellaneous Circular No. XII, dated 11th ultimo, I have the honor to report that the Salt roads in the District, are in an utterly disgraceful condition and greatly in need of repair. Of this, I had brought to notice long ago, in my letter No. 9 dated 15th February 1861, paragraphs 17 to 20, and the Government have remarked thereon in paragraph 6 of their Order No. 1,756, bearing date the 3rd September 1861, that, "the Deputy Collector gives a most unfavorable report of the Salt roads in Madura. The Chief Engineer's immediate attention will be called to the subject, and he will be requested to state, why with the large Public Works Establishment, kept up in Madura, the roads have been neglected."

2. Having heard nothing about the execution of the repair in the roads till then, I addressed myself, Mr. Bywater in charge of 3rd Range Department Public Works, in my letter No. 81, under date the 24th September last, informing him of the state of the roads and of the importance the Government have attached to them. In this, I requested Mr. Bywater to repair particularly and speedily, the branch road from Muttaregonadapatam Salt platforms to road No. 8 about four miles in length, and to erect a bridge over a jungle stream called Kundar running at about a mile and a half to the west of Kadugusandai, and also to build a smaller one over another stream passing by. I requested him also to take steps for having the communications in different parts of the interior leading to the seven stations to be retained in perfect condition.

3. Mr. Bywater has in reply thereto, informed me in his letter No. 141 of the 26th September last, that he will submit, as early as possible, Estimates for repairing the communications.

4. I am at a loss to know what has hitherto been done in completing the above object, and the roads are yet in the same state.

5. Entrusting me with the maintenance and repair of the lines leading to the trunk roads, would in my opinion, no doubt be, of incalculable benefit to the Department. Then and there repairs may be made to the roads.

(True Copy.)

(Signed) V. H. LEVINGE, Collector.

ENCLOSURE No. 2.

From Mr. W. H. BYWATER, Assistant Supervisor in charge of 3rd Range, to the Acting District Engineer Madura, dated Rannad, 25th February 1863, No. 328.

1. In compliance with the instructions conveyed in Memorandum of 21st February 1863, enclosing Collector's letter and Board Revenue Circular, I have the honor to state that the road leading from the Northern pans to Dindigul, and Coimbatore, via Tirupatur, and Kottampatti will

be completed in six months; the masonry works are now under progress, except the Koombagoody bridge, which has been referred to you. The road is passable during the monsoon with the exception of two or three bad places. To put the road in thorough repair, a Supplemental Estimate will be necessary for more tunnels, and turfing the sides of road, and a maintenance allowance will be absolutely necessary.

2. The next southern road is from Tondy, *via* Shevagangha to Madura; the work on this road is more advanced than the former, and ought to be fully completed in three months' time. A maintenance allowance is also required for this road.

3. The branch road leading from Manamadura through Eliangoody to the pans at Ooppoor and Ogundangoody, must also be put in order as quick as possible, as a great deal of salt traffic passes over it, and it is now in a very bad state.

4. Very little salt passes along the Ramnad and Madura road, except where a branch leads off from Manamadura *via* Parthivapoor, to the Southern pans; this is a very important line, and is much in want of repair.

5. The most southern Salt road is from Mookyore and Sayelgoody to Tiruchuli and Madura, with a branch leading to Arooppocottah; it is proposed to abolish the Salt pan at Mookyore, and enlarge that at Kadoogoosunthy, which is in my opinion a mistake; no supplies are procurable at the latter place, and the pans are five miles from the high road over bad ground; the former pan possesses a good bazaar at Sayelgoody and is only two miles from the road.

6. Supposing Mookyore to be abolished bandies will take during dry weather from Kadoogoosunthy, *via* Covilacolum, to Tiruchuli, repairs are now going on as far as Tiruchuli, but a very large Estimate will be necessary to put this road in order. A bridge is wanted over the Goondaur near Sayelgoody, and by carrying the line from Kamoothy to Tiruchuli, south of the Goondaur, it can be made passable at all seasons, and bandies can get direct from Madura to the pans during the monsoon; an Estimate was prepared by the late Major Marshall in 1857 for this line, but it has never been sanctioned.

7. To keep these roads in fair order which for three-fourths their distance passes through black cotton soil, and light clay; metalling is necessary, and this is not possible to be had, except at one place on each line of road; therefore a large maintenance allowance is required to keep the road passable, or else the sales of Salt will speedily fall off.

8. A maintenance allowance for the coast road, which connects all the pans together, is required; there is no means of improving this road much, as it passes for the greater portion, over sandy soil, and is intersected by numerous creeks; the black cotton soil portion merely requires looking after.

9. The repairs to the road leading from the pans to the high road will be far better left in the hands of the Salt Department.

(True Copy.)

(Signed) V. H. LEVINGE, Collector.

Exd. J. Wright.

From J. SILVER, Esq., Collector of Tinnevely, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated 26th March 1863, No. 126.

1. With reference to paragraph 1 of the Board's Miscellaneous Circular No. XII, dated the 11th February 1863, I have the honor to submit the following report on the present state of the roads leading from the Salt Depôts in this District towards the interior, as brought to my notice by the Deputy Collector for general duties, and by the Deputy Collector in charge of the Salt Department, and on the arrangements made for repairing and maintaining them in order.

2. There are seven Salt Depôts in this District, *viz.*, Vypar, Manjancolum, Arasady, Tuticorin, Palayacoil, Coilpatam and Coolasegarapatam.

3. **VYPAR.**—A line of road was sanctioned by Government on the 11th December 1861, to be constructed from the station in a north-west direction towards Madura on an estimate of Rupees 9,030, but the progress is very slow, and the portion that has been done is reported to be so narrow, that two carts can hardly pass each other on it. The earth is indifferently levelled, and a layer of rough stones is thrown upon it and covered with sand, so that it is difficult for men and bullocks to travel over this road when the rain washes away the sand.

4. **MANJANCOLUM.**—An Estimate of Rupees 14,030 was sanctioned by Government on the same date as above for constructing a road from this Depôt to junction, with the Cotton road near Ettiapuram. A portion of it for a distance of seven miles is under construction, and the remarks regarding the Vypar road are reported to be equally applicable to this road also.

5. **ARASADY.**—For constructing a road from Arasady to the Cotton road, an estimate of Rupees 10,870 was sanctioned by Government on the 11th December 1861, and the entire line was finished some time ago, but as it was constructed in the same style as the two roads already reported on, it has been so much damaged by the late heavy rains that it requires to be made over again, and it is not at present used either by bandies or men.

6. **TUTICORIN.**—The road to this pan, for which an estimate of Rupees 9,150 was sanctioned by Government on the same date as above, was under construction, but before completed it was rendered useless by large portions of it having been washed away here and there by the late heavy rains, together with the bridge which spanned the backwater. Two fresh estimates, amounting respectively to Rupees 6,092-4-11 and Rupees 7,650, have just been prepared to re-construct this road, and the one leading to Arasady in a proper way, widening and gravelling them.

7. **PALAYACOIL.**—There are two roads leading to this pan, one from Alwartiranagari, and the other from Streevycoontam. For constructing these roads Rupees 1,600, and Rupees 6,120 respectively, were sanctioned by Government on the 11th December 1861, and the work is under progress. A portion of the first mentioned road is wide enough to admit two carts going abreast, but it is not gravelled, and is therefore easily cut up by the rains. For maintaining the last mentioned road in order, an annual allowance of Rupees 1,500 has been sanctioned by Government on the 19th August 1861.

8. **COILPATAM.**—This is a made road, and is the best of all the Salt roads. It is gravelled to its entire length, and is strongly constructed. It has however one defect, and that is, the last mile of the road as it approaches the pans is so narrow that only one cart can pass on it.

9. **COOLASEGARAPATAM.**—There is no Salt road leading to these pans, nor is one under construction. A road to connect Coolasegarapatam with Palamecottah has already been estimated for.

10. It is absolutely necessary that an annual allowance should be sanctioned for the maintenance of all the Salt pan roads, except the one from Streevycoontam to Palayacoil, for which a sum of Rupees 1,500 has already been sanctioned, as reported in paragraph 7 of this letter.

11. As regards paragraph 2 of the Circular under reply, I beg to state that I fully agree with the Board in their opinion, as to the expediency of entrusting the maintenance and repair of the Salt roads to the Deputy Collector in charge of the Salt Department.

Exd. J. Wright.

From A. P. HODGSON, Esq., Acting Collector of South Canara, to W. HUDLESTON, Esq.,
Secretary to the Board of Revenue, dated KIRAMANJESHWAR, 11th March 1863, No. 32.

1. In reply to Miscellaneous Circular No. XII, Board No. 813, I have the honor to inform you that the roads leading from the Salt Depots to the Trunk and Main lines of communication, are too numerous, and, generally, of too great length to be placed under the charge of the Deputy Collector in charge of the Salt Department. But, if this were not the case, this Officer having full employment in the discharge of his present duties, would have no leisure to devote to the supervision of roads.

2. The quality of the soil in this District is good. The roads consequently are easily kept in repair.

Exd. J. Wright.

From G. A. BALLARD, Esq., Collector of Malabar, to the Board of Revenue, dated Calicut, 17th February 1863, No. 27.

1. Adverting to Miscellaneous Circular, No. XII, Board No. 813, dated 11th instant, I have the honor to observe that the Salt Depots in Malabar are situated in the hearts of towns, and that consequently the roads leading from them cannot be regarded as peculiarly "Salt roads" and distinct from those for general traffic.

2. Under these circumstances it appears to me that they cannot conveniently be superintended in a peculiar manner.

Exd. J. Wright.

*Proceedings of the Madras Government, Revenue Department,
21st January 1864.*

No. 243. Read the following Proceedings of the Board of Revenue, dated 6th October 1863, No. 6,348:—

Read the following replies to the Board's Miscellaneous Circular, dated 11th February 1863, No. 813.

No. 1,606, From Ganjam, dated 7th	in Cons. 16th March 1863, No. 41.
„ 1,830 „ Vizagapatam, dated 18th	do. 26th do. „ 113.
„ 1,611 „ Godavery District, do. 11th	do. 16th do. „ 47.
„ 4,062 „ Kistna do. do. 21th	do. 29th June 1863, „ 137.
„ 5,590 „ Nellore, dated 24th	do. 28th August do. „ 271.
„ 1,077 „ Madras, do. 19th	do. 21st February do. „ 62.
„ 2,021 „ do. do. 1st	do. 8th April do. „ 111.
„ 1,244 „ South Arcot, do. 26th February	do. 2nd March do. „ 54.
„ 1,253 „ Tanjore, do. 25th do.	do. 2nd do. do. „ 73.
„ 2,108 „ Madura, do. 31st March,	do. 8th April do. „ 64.
„ 1,959 „ Tinnevelly, do. 26th do.	do. 1st do. do. „ 126.
„ 1,659 „ South Canara do. 11th	do. 19th March do. „ 32.
„ 1,076 „ Malabar do. 17th	do. 21st February do. „ 27.
„ 2,844 „ Acting Superintending Engineer, dated 9th March, in Cons. 11th May 1863, No. 122.	

1. Resolved that the above recorded letters be submitted for the orders of the Governor in Council.

2. These letters are in reply to a Circular Order from the Board, calling upon the Collectors of Coast Districts to report upon the state of the branch roads leading to the Salt Pans, and to state their opinion as to the expediency of transferring the charge of these roads from the Department Public Works to the Deputy Collectors in charge of the Salt Department.

3. The Board regret to bring to the notice of Government that the roads in question, with scarcely an exception, are described to be in a very unsatisfactory condition. The Collector of Ganjam is averse to these roads being transferred to the superintendence of the Deputy Collector, as the District Engineer is of opinion that the change will not be beneficial. The Collectors of all the other Districts concerned, and the late District Engineer of Tanjore, who it seems is the only other Officer belonging to the Department Public Works who has been consulted, are decidedly in favor of placing these short lines of communication under the charge of the Deputy Collectors as soon as the roads have been properly constructed.

4. The Board have already brought to the notice of Government that all the works connected with the Salt Department are important in a fiscal point of view, and a separate Budget for such works has been sanctioned. The execution of repairs to the Salt Platforms and of petty repair to the buildings has also been entrusted to the Deputy Collectors. The Board have therefore no hesitation in recommending that the same Officers should undertake the maintenance and repair of the short branch Salt roads.

5. The Collectors of all Salt Districts are requested to be specially careful in the preparation of the Budget before referred to, and to include in it the estimated cost of construction of all Salt roads already sanctioned, as well as a maintenance allowance for those roads which are now in existence.

6. The Collectors of those Districts where many such roads have yet to be made, should at once have the necessary estimates prepared, in order that the requisite sanction may be obtained; and the Collectors of those Districts for which estimates have been approved, but have not yet been sanctioned, should take an early opportunity of again bringing such cases to the notice of the Board, in view to their being speedily disposed of.

Nellore	Tinnevelly.
Tanjore.	Madura.

*Proceedings of the Madras Government, Revenue Department,
21st January 1864.*

No. 244.

ORDER THEREON, 21st January 1864, No. 126.

1. The papers submitted by the Board show that the same rule cannot be applied to all Districts.
2. In Ganjam, the Collector and Engineer agree that the short branch lines from the Salt stations to the adjacent main lines of road can be efficiently maintained by the Public Works Department. Wherever this is the case duties of an engineering character will be left to the professional Department.
3. The Collectors however are generally in favor of the transfer of these short lines to their charge, on the ground that the Officers of the Salt Department are most interested in the proper maintenance of these, are best acquainted with their actual condition, and have peculiar advantages in the command of labor, &c., while *pro tanto* the transfer would be a relief to the Public Works Department.
4. There is much weight in these arguments, but except in two instances the Collectors do not appear to have consulted the District Engineers.
5. The Government consider that the best course is for the Collector of each District to confer with the Superintending Engineer of the Division, and submit through the Board of Revenue a list of the roads which in their mutual opinion had better be entrusted to the Salt Department with a Memorandum of the maintenance allowance necessary for each.
6. The replies of the Collectors to the Board's Circular will be communicated to the Department Public Works, whose attention will be drawn to the statement of the Collector of Tinnevely that several of the roads are so narrow that two carts cannot pass each other.

(True Extract.)

J. D. Linn

Secretary to Government.

To the Board of Revenue.

„ Department Public Works with a file of replies of the Collectors.

Exd. S. T. Augustin.

20 Copies sent

39

14110- 28/6/67

1874

Wm. B. B. B.

of T^o 1.
Co. of Guards in the
1st Avenue Infantry

20th Dec 20

81. 1891/26
O.H. 880-32
Hahnemann

The measure during the
 course of the 24th & 25th of October
 regarding the report upon the
 of the domestic trade having
 the full law, and Article 12
 known as the expansion of
 forming the change of the law
 of the 24th & 25th of October
 1844, and having attention to the
 interest of the policy financially
 and general of the law as also to
 those that the costs cannot
 be so much other.

210350-

Communicated to the City Engineer.

The Anti-Slavery Bazaar
will not be without delay
Estimates for widening the

the ball was, in January,
reported by the collector
to be too narrow.

By the date of receipt of
New York

1087

Chebworth }
 3025 Hall St / 6/11 }
 Prof. R. H. Johnson
 p

Ans. 4th February