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(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2854 Press Mis. 17-12

Dated 6-10-1869.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 4th October 1864.

No. 17. Read the following Proceedings of the Board of Revenue, dated 19th September 1864, No. 6,165.

Read the following letter from V. H. LEVINGE, Esq., Collector of Madura, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Kodakanel, 15th August 1864, No. 218 :—

1. With reference to paragraph 5 of the Order of Government, No. 126, dated the 21st January 1864, conveyed in the Board's Proceedings of the 1st February 1864, No. 678, I have the honor to report that the Superintending Engineer has no objection to the Salt Deputy Collector taking charge of all the salt roads, whether main or branch. I am of opinion, the Salt Deputy could only look after the branch lines, and that the main lines must be under the Department Public Works. A copy of Captain Moberly's letter* to Mr. McDonell on the subject is submitted for the information of the Board.

* Dated 16th March 1864, No. 2,114.

2. I have just returned from a tour of all the salt pans, and append a list of all the branch and main salt roads.

Branch Salt Roads.

3. No. 1 branch salt road in the list has been made at a cost of 500 Rupees, and is in good order; it is for the Superintending Engineer to make an estimate for its maintenance, the carrying out of which the Salt Deputy Collector can superintend.

4. The above branch road requires to be connected to the north and south, with Nos. 1 and 2 main salt roads in my list. If estimates for the same are made, they can be carried out by the Salt Deputy Collector, who also can superintend the maintenance of the same.

5. No. 2, Sholiagoody salt pan is on the coast road, which road should be repaired up to its junction with the main road from Madura to Tondi; the Salt Deputy can carry out this repair, and keep the road in order.

6. To No. 3 branch salt road nothing has been done; the road though sandy is not very heavy in my opinion; the road had better be left in its natural state; in one place it wants draining; this the Salt Deputy could do on the Engineer's estimate; the expense would be trifling. There is no good soil near to make a perfectly hard road; if trenches are dug and the soil thrown on the road, it will powder into fine sand, which will make the road heavy, and therefore I think it had better be left in its natural state; the coast road from where this branch road meets it, should be repaired up to the Sholiagoody pan, which the Salt Deputy could superintend.

7. No. 4 branch salt road has been partially made; it requires raising and some tunnels; it is in bad order; the Salt Deputy can carry out these repairs.

8. No. 5 branch salt road is very sandy; there is no good soil any where near to make a good road. I think it had better be left in its natural state, or it will only be made more heavy.

9. No. 6 branch road is in a very bad state. Estimate should be made for joining this pan to the main road from Madura to Ramnad at Yettivial. The Moorecolum pan is close to the sea-port of Keelakarai; return empty bandies from that port buy salt at the Morecolum pan, and take it away into the interior, but the difficulties of the branch road are great; were it put in order, the sales at that pan would largely increase.

10. No. 7 Mootooragoonadapatam branch salt road to its junction with the coast road is naturally a good road, and is better left in its natural state; near the pan only slight repairs are required, which the Salt Deputy can carry out.

11. From the junction of this branch salt road with the coast road to where the main salt road from Camoody to Tiroochuly meets it, the coast road requires draining, which repair the Deputy Collector could perform on being furnished with an estimate. On this portion of the coast road, two bridges are required, one a small one, and the other across the Goondaur would cost

some 5,000 Rupees; it is absolutely necessary the Goondaur be bridged; all the traders complained bitterly of it. I visited the Goondaur, its banks are deep, and heavy black cotton soil forming for months a serious obstacle to traffic; this bridge being on the coast line would also benefit the general traffic of the District as well as the salt revenue.

Main Roads.

12. Captain Moberly is under the impression that what is required is one first class main road to the coast, bridged and metalled throughout, along which at all seasons of the year salt could be easily transported into the interior, and in the last paragraph of his letter he says he has ordered an estimate to be prepared for road No. 15, which is the road from Ramnad to Madura, and No. 4 in my appended list, and in the previous paragraph of his letter he says he has no data for maintaining a cross country track.

13. I cannot find from the records that Mr. McDonell asked for any thing of the sort when corresponding with Captain Moberly on the subject of these salt roads; in accordance with the Government orders, Mr. McDonell gave a list of the main salt lines intending that estimates for their repair and maintenance should be made, to which Captain Moberly returned as answer the letter, a copy of which is herewith sent.

Vide paragraph 1.

14. It will be seen Captain Moberly has only selected for estimate one of the roads mentioned by Mr. McDonell, and I demur to what he says of the other lines; large sums of money have been spent on some of them. I have just passed along nearly the whole length of the northern salt road from Vuttanum viâ Davacotta, Tripattur to Cottamputty, and drove a dog cart over most of it, and found the road for most part in good order, long reaches of the road have been made, and are rendered useless for want of the completion of bridges at many places. I saw a quantity of material, bricks and stone lying at the site of the bridges, which had evidently lain there a long time; these bridges, I understand, had been sanctioned, and advances made for their construction, that a defalcation had occurred, and therefore they could not be completed; these bridges should be finished and some others built to enable traders to use the long portions of the road which have been finished. Captain Moberly must be directed by Government to have estimates made for economically improving all the salt main roads in my list appended, and for a maintenance allowance for each of them.

15. It would be no doubt very desirable to have a first rate road to the coast, and to have all the roads in first rate order, but the cost of such is beyond what Government could afford, and I do not think even one first rate road to the coast is required, or that the trade to and from the coast along it requires it; it would be most expensive to make a first rate road to Ramnad; along its whole length of 70 miles neither gravel nor stone is to be found except at one village, for a short distance, the road passes through an alluvial country.

16. Captain Moberly objects to that line, because it crosses the Viga river thrice. I find there is no necessity to cross the river. I passed down the south bank, the whole way from Madura to Ramnad, without once crossing the river, and found on the south bank between Manamadura and Permagoody the remains of an old road partially made and bridged, and passing through a large village called Parnipanur; there is no difficulty about making the road so as to avoid crossing the river.

17. All that is required for the Ramnad road and the other main salt roads is to build bridges over the nullahs and irrigation channels, and to provide for the proper drainage of the road; if this be done the roads will be passable enough in the wet weather, and be very fair in the dry and hot weather, which is the greater part of the year in this District; of course such roads in the wet weather without metal would get cut up by the cart wheels and form into deep ruts, all that would be required would be an establishment to fill them in, beat them down, and level them as the surface began to dry, and to attend to cuts made in the sides of the roads by water running off. I am sure if such only is done, the salt revenue will be benefited at no exorbitant cost.

Proceedings of the Madras Government, Public Works Department, 4th October 1864.

(3)

ENCLOSURE No. 1.

From Captain F. J. MOBERLY, R. E., Superintending Engineer, 8th Division, to Æ. R. McDONELL, Esq., Acting Collector of Madura, dated Sattoor, 16th March 1864, No. 2,114.

1. In reference to your No. 245 of the 12th instant, I have the honor to observe that I have not the slightest objection to your Salt Deputy Collector undertaking the charge of all the roads you mention whether main or branch. I take the opportunity of again assuring you that they do not exist, there are avenues, tunnels and mile stones, but as the first overhang the road, and the second have no approaches, the bandies generally prefer the adjoining fields which are really more easily traversed.

2. I have no data on which to frame an estimate for maintenancing a cross country track, and should say it was simply waste of money to expend any in endeavouring to do so—see paragraphs 66, 67, and 68, Chapter V, Department Public Works Code.

3, I have ordered estimates to be prepared for the construction of road No. 15, and the branch roads that you name.

(True Copy.)

(Signed) H. NELSON,
Acting Head Assistant Collector, for Collector.

ENCLOSURE No. 2.

Branch Salt Roads.

		Miles.
1.	From Vuttanum salt pan to coast road	¼
2.	Sholiagoody salt pan is situated on coast road	—
3.	Manakoody salt pan to coast road	1½
4.	Vyravanathapatam to coast road	¼
5.	Athankaray to Ramnad	5
6.	Morecolum to Yettivial on No. 15 road from Ramnad to Madura ...	8
7.	Moottooragoonadapatnum to coast road	3

Main Salt Roads.

1. Northern road from Vuttanum junction with No. 8, *viâ* Devacotta, Tripattur to Nuttam.
2. Tondi to Madura.
3. Vyravanathapatam to Permagoody or Manamadura.
4. Ramnad to Madura.
5. From Mootturagoonadapatnum by Kamoody and Tiroochooly to Madura.

(Signed) H. NELSON,
Acting Head Assistant Collector, for Collector.

The foregoing letter will be submitted to Government, through the Secretary in the Department Public Works, with reference to the order quoted by the Collector. The Board consider that the main roads ought certainly to remain under the charge of the Department Public Works. Mr. Levinge's remarks regarding the branch roads will be taken into consideration after the 3rd Member of the Board has visited the Salt pans of the District.

(True Copies and Extract.)

(Signed) R. A. DALYELL, *Sub-Secretary.*

Proceedings of the Madras Government, Public Works Department, 4th October 1864.

No. 18. ORDER THEREON, 4th October 1864, No. 2,858.

The Government concur in opinion with the Board of Revenue that the Public Works Department should retain the charge of the main roads in Madura. The Board's promised communication regarding the branch roads will be awaited: meanwhile, however, the Superintending Engineer will be directed to submit estimates for the improvement and maintenance of both the main and branch lines specified by the Collector.

(True Extract.)

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

To the Board of Revenue.
„ Revenue Department.
„ Superintending Engineer, 8th Division.

No. 2854 (5)

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3rd Feb. 1863 No. 350.

1864. Department.

Pro. Sect. for Collr.

No. 4155

No.

PROCEEDINGS OF THE BOARD OF REVENUE.

Dated 19th September 1864.

Read 23 Sept.
Read 26

No. 6,165.

Read 4th Oct. 64

Submitting through the D. P. W. letter from the Collector of Madura giving it as his opinion that the Salt Deputy Collector could not take charge of all the salt roads, as the Superintending Engineer believes, but of only the branch lines.

No. 2854 - 4th Octr. 64

With an order