

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	874	Press ~~Mis.~~
59-60 Dated	2-4-	1868.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
2nd April 1868.*

No. 59. Read the following Proceedings of the Board of Revenue, dated 24th March 1868, No. 2,096.

Read the following letter from the Acting Collector of Nellore, to the Secretary to the Board of Revenue, dated 28th October 1867, No. 1,187:—

1. With reference to the Board's Standing Circular, No. LXXXV, (Board No. 7,325,) dated 16th November 1865, I have the honor to submit a report on the progress made in improving the Salt roads in this district during the official year 1866-67.

2. The total sum laid out by the Public Works Department was Rs. 9,151-9-0, as following—

1. TADA.—Repairing salt road from Trunk Road No. 6 to the backwater of the lake, Rupees 697-10-4.

This road, the Deputy Collector states, is of no use to the Salt Factory. It is generally used for conveying wood and grain to the Pulicat lake, for transmission to Madras, &c. The platform nearest to it has been abolished.

2. DURGARAZUPATNAM.—Constructing an approach from the Gudur road, through the village, to the platform on the south, Rupees 1,438-8-11.

There has been no inland trade, the Deputy Collector states, at this Factory in Fusly 1276, and there were only 286 maunds sold on that account in the previous Fusly. The home trade is never likely to exceed sixteen heaps a year, and a stock of twenty-four heaps is quite sufficient for eighteen months' consumption. The salt is very bad, and it is exceedingly difficult to manufacture as much as twenty heaps annually. There are no resources, therefore, to open for the money that we are expending on this approach, which lies for its whole length in good sandy soil. The money might now be advantageously spent at Padarti or Krishnapatnam.

3. GANGAPATNAM.—Repairing the road between Nellore and Gangapatnam, Rupees 707-7-4.

This station has been abolished, and the Deputy Collector reports that the stock is likely to be cleared before the end of the present Fusly. After this the necessity for this road, as far as this department is concerned, will not exist, and its maintenance had better be transferred to Local Funds.

4. ISKAPALLI.—Constructing a road from Allur through Iskapalli to the beach, Rupees 1,700.

This road, the Deputy Collector reports, has been taken through the Iskapalli village more than two-thirds of the way to the beach. It does not pass near any of the platforms. There is no difficulty in approaching the inland platform from the village, as the soil is sandy and firm. This expensive road is of little service to the salt traders as long as another station is kept up at Gogulapalli, only three miles to the south, where there is no pasturage, and to which there is no road.

5. PAKALA.—Road from the Kanigiri, Kandukur, and Ulapalem road to the beach, Rupees 4,083-0-9.

This road, the Deputy Collector reports, is in fair working order from the trunk road to the Pakala platform near which it passes. It has already begun to tell upon the trade of the Factory. From 88,000 maunds, in Fusly 1273, the sales have

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risen to 1,00,000 maunds in Fusly 1276. The road requires another coat of gravel in many places, which should be supplied after the rains.

6. PADARTI.—Constructing a portion of a road and three tunnels between Koppolu and Vynayakudi Nattu in Biramgunta, Rupees 524-13-8.

The Deputy Collector reports, that two tunnels near the centre of the platform at Biramgunta, with a roughly thrown up road over them from the platform to the ground, and another tunnel over the floodwater channel near Koppolu with an approach from the Kottapatnam road, have been constructed. The slope has been gravelled, but it does not bear the appearance of having been tamped, for it is very soft. Between these two portions of road, which are by no means in serviceable order, lies the bandy-track through soft black mud, which is impracticable during the rains. A good substantial metalled road is required the whole length. At other stations nothing has been done the last year.

7. SUNNAPUGUNTA.—There is no approach to Sunnapugunta from the trunk road from the south. The Deputy Collector reports that the Superintending Engineer inspected the bandy-track just after the rains in the month of December, and it was not then quite perceptible that traders had to travel many miles over heavy sand before they reach the firm sandy soil near Sunnapugunta. Bandy-men advance this as a reason for passing by Sunnapugunta and going twelve miles further to Tada, although the salt of the former station has been ascertained to be much lighter and cheaper. There is water-carriage to Pulicat. I think it should be considered whether it would not be better to abolish this station, as there are no greater sales than ten heaps annually.

8. KRISHNAPATNAM.—The Deputy Collector recommends that a good line of road should be taken from this station to join the Somasella and Rapur salt-tracks, where they cross the trunk road near Ramdoss Chuttrum, after meeting some miles to the west near Jumaltalpur. This is likely to be an expensive undertaking, but it will also open a port for the produce of the rice-crops of Sarvapalli, &c., irrigated from the Pennair anicut. The merchants of Gudoor and the villages further west prefer the Krishnapatnam salt as being far superior to that of Durgarazupatnam to which a road has been made.

9. GOGULAPALLI.—There is no made road to this Factory to connect it with the trunk road to Allur. As it is only three miles from Iskapalli, I agree with the Deputy Collector in thinking that it is hardly necessary to keep up two stations so near each other, to meet a demand of only 80,000 maunds annually. Gogulapalli can produce 50,000 maunds, and Iskapalli nearly twice that quantity in one crop. Gogulapalli might well be abolished.

10. TUMMALAPENTA.—There is no road to connect this Factory with the trunk road at Kavali. The track lies through heavy sand, and, as it nears the village of Kavali, through deep impassable mud during the season of wet cultivation.

11. DEVARAMPAD.—There is no proper road to this sub-station of Padarti.

12. KANUPARTI.—To this station there is no made road. The Deputy Collector states that there are many miles of swamp and deep channels cross the track to Reperla, which is perfectly impassable during the rains. About six or seven years ago, an estimate was made for a fair-weather road, at a cost of Rupees 36,000. With present prices the outlay would be nearly double now. As the station

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seven miles from the large Factory of Chinna Ganjam, in the Kistna District, of laying out so large a sum on a road, it would be preferable to abolish this and concentrate the manufacture at Padarti, *alias* Biramgunta, connecting this Factory by a good substantial road with the Kottapatnam road at Koppolu, sufficiently wide to allow two bandies to go easily side by side.

The number of salt stations in this district is too great. It would be far to reduce the number, and devote the savings that would accrue from the abolition of establishments to providing those stations which are retained with good roads to the platforms.

Submitted for the information of Government, with reference to Government Order, dated 2nd October 1865, No. 2,379, paragraph 53.

The Board have taken into consideration the propriety of abandoning Gogulapalli and Kanuparti, but will require further information before coming to a conclusion on the subject.

The Tada road should, if possible, be continued from the backwater of the salt platform.

The Salt Deputy Collector should endeavour to improve the quality of manufactured at Durgarazupatnam.

A communication should be made between the Iskapalli road and the platform.

The road proposed by the Collector at Padarti should be taken in hand as possible. The station is an important one, and should be well opened out.

It will be of great advantage both to the salt trade and to the country if a road is made from Krishnapatnam to the Somasella and Rapur salt-tracks. Estimates should be prepared at once.

A good road should be made to the platforms at Tummalapenta and Devarampad.

ORDER THEREON, 2nd April 1868, No. 874.

Separate Revenue, No. 3.
Salt.

Communicated to the Department
Public Works.

(True Extract.)

(Signed) W. HUDLESTON,
Secretary to Government.

To the Public Works Department.
By the Secretary to the Board of Revenue.

W. S. T. Augustin.

Pro 2 October 65. A 25-26

Rev. 1868. Department
Proc of Court for April

No. 1025.

PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 24th March 1868.

Dep 28
Recd. 30

No. 2,096.

Submitting with remarks for information, re-
port of Acting Collector of Nellore on progress
made in improving the Salt roads in District
during 1866-67.

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Commd to the
S. V. A.
22. Apr 1868

21 Copies Letter Mr. D. P. H. Dec 11/23.
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