M.R.O. 1—77,006—8-6-37.

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2282 Press —Mis.—

302-303

Dated 13—7— 1869.

Not to be folded or roughly handled

No. 302. Read the following Proceedings of the Board of Revenue, dated 24th June 1869, No. 4,546 :—

Read the following letter from the Acting Collector of Tinnevelly, to the Acting Secretary to the Board of Revenue, dated 22nd May 1869, No. 219.

I HAVE the honour to furnish my annual report on the Salt roads of this district for the past official year 1868-69.

2. VYPAR.—Vypar is the most northerly pan, and a Salt road was once proposed to connect Vypar with Vembur, on the Madura frontier, a distance of twenty-two miles; three miles of this road was completed, but the remainder was never marked out; the difficulty hitherto has been to get carts to the completed portion as there is no road to it. It is now proposed to carry this line through Vilatikolam and Nagalapuram to Sattur, and to class it as Imperial. A road to Ottapedaram from this pan is under construction from Local Funds. A sum of Rupees 7,500 has been allotted in the Budget of the current year; the completed portion is in good order.

3. MANJANCOLAM.—The Manjancolam road may be abandoned; it leads nowhere but to the pans which have been abolished. Rangasami Naik who purchased the salt in store having failed to fulfill the conditions under which it was sold, the sale has been cancelled and the salt will be put up to auction again—*Vide* my letter, dated 3rd instant, No. 186.

4. ARASADI.—Three miles of good road connect Arasadi with the Cotton road; this road is of general use, and the up-keep is met from the annual allowance of Rupees 550 allotted in the Local Fund Budget: the bridge alluded to by the Salt Deputy Collector will be included in the next year's Budget.

5. TUTICORIN.—A mile-and-a-half of roadway was partially made across the swamp; but as this road commences in heavy sand and ends in black Cotton ground, it is not of much practical use. These pans are retained solely for export trade. An estimate for the repair of the bridge over the swamp is now being prepared.

6. KOILPATNAM.—The Koilpatnam pans are connected with the Palamcottah and Trichendur road by a short branch from Nallur three miles in length; the road is metalled and is in good order throughout. For widening and improving this road Rupees 3,650 were allotted in the Local Fund Budget of 1867-68; but only Rupees 500 having been spent in that year, renewed sanction was obtained for the balance in the past official year, but it was not carried out owing to a change of Deputy Collectors and to want of attention on their part. But I have reason to be well satisfied with the manner in which Suriamurthi Pillay is working, and I trust good progress will be made in all works entrusted to his care.

7. VIZIAPATI AND KUTTANGULI.—A road from these pans to Valliyur, a distance of twenty miles, is now in course of construction. In the Local Fund Budget of the current year an allotment of 10,000 Rupees has been made for this road.

8. Copy of a report furnished by the Salt Deputy Collector is enclosed.

9. This report renders the submission of a separate report for 1867-68 unnecessary.

ENCLOSURE No. 1.

From the Salt Deputy Collector, Tinnevelly District, to the Acting Collector of Tinnevelly, dated—May 1869.

WITH reference to your Memorandum of the 8th instant, No. 1,086, I have the honour to submit my annual report on the Salt roads for the year ending 31st March 1869.

2. There are at present six Salt divisions and one station in the district as noted in the margin, of which the division of Manjankolam will be abolished immediately after the stock of salt in hand has been sold.

Divisions.
1. Vypar.
2. Manjankolam.
3. Arasady.
4. Tuticorin.
5. Koilpatam.
6. Kuthanguli.
Station.
1. Viziapathy.

3. I visited all the Salt roads since I assumed charge of the district, and now proceed to state the condition and requirements of each in the order as the divisions are numbered.

4. VYPAR.—There is a short approach to this division from the Cotton road at a distance of about three miles, which is well metalled and kept in pretty good order, it was originally proposed to join this with the Cotton road near Etiyapuram, but has not yet been completed; the whole length of this line is sixteen miles, but the remaining thirteen have no road and is in unpassable condition; it is not much used by traders, there being no road for the greater portion of it, and in consequence the sale of salt is very slack. I doubt that until this line be completed in a proper way to the Cotton road the sales here would increase. The Superintending Engineer of the district should be requested to prepare an estimate for the completion of this road, and include it in next year's Budget if he has not already done so, as it is to be carried out by the Department Public Works out of the Local Funds.

5. MANJANKOLAM.—There is a short road at a distance of about two-and-a-half miles which was well metalled before, but is now out of repair, it having been neglected for the last few years on account of the division being about to be closed. The carts are now driven below and on the sides of the road. If the stock in hand were not speedily disposed of, this road will have to be repaired at a small cost.

6. ARASADY.—This is a favourite division next to Koilpatam, is greatly frequented by Merchants, and is accessible from the Cotton road from which there is a branch road to it. This branch road is metalled and kept in good order, but an inverted bridge is to be built to complete it. I understand that it was brought to the notice of the Department Public Works, but nothing has yet been done towards its building. Rupees 550 have been given for maintaining this road during the year under review which was spent in repairing and widening the road. Similar maintenance allowance is required every year to keep this road in good order.

7. TUTICORIN.—There are no roads to this division. The pan is situated in a very wretched place surrounded almost by a heavy swamp called Mathikettan Odei. The sales here are consequently very small. There is a road west of this swamp and a bridge over the water, but the road has not been entirely completed, the bridge broken four are five years ago, and nothing has yet been done towards their repair.

8. KOILPATAM.—This is the best and chief division of all the pans in the district, and well situated. The salt produced here is readily disposed of. There is a good metalled road three miles in length which joins the division with the Trichendur and Palamcottah high road. Rupees 450 have been allowed for repairing it during the year under report, which was usefully spent in widening and remetalling it in some places. The western portion of the road is, however, yet to be metalled and a small portion to be widened and raised which will be done out of the next year's maintenance allowance. The pans are isolated from the village of Koilpatam by a drainage channel and swamp, and I propose that a new road should be made to join the village with the pans and the water bridge.

Proceedings of the Madras Government, Public Works Department, 13th July 1869.

9. KUTHANGULI.—There is no made road to this division, but a road from Valliur to this, a distance of about seventeen miles, is now being made under the supervision of the Department Public Works, which, if completed, will connect the division with the high road from Palamcottah to Travancore. The progress of this work being very slow, I request that you will be good enough to move the Department Public Works to take prompt measures in completing it as soon as possible.

10. VIZIAPATHY.—This is a small station attached to Kuthanguli Division. A road between them at a distance of about four miles was proposed to be made, the greater portion of which has already been constructed and the remaining will be completed in due course. An estimate for completing this will be included in the next year's list of Salt Works.

(True Copy.)

(Signed) C. T. LONGLEY,
Acting Collector.

SUBMITTED to Government, with reference to Government Order, 2nd October 1865, No. 2,379, Revenue Department.

2. The Board concur with the Collector in considering that the Manjankolum road may be abandoned.

3. The Local Fund Roads referred to in paragraphs 6 and 7 are important, and should be carried out as rapidly as possible. No allotment seems to have been made in the current year's Budget for the former. The Collector should include it in his list of incomplete works which has not yet been submitted. The latter the Board observe from the current year's Budget is an *unsanctioned* work. The Collector should expedite the submission of the estimate, and state how the road is "in course of construction."

4. With regard to the Tuticorin pans which the Collector says are retained solely for export, the Board remark that they will be required for inland traffic when the Railway is completed.

ORDER THEREON, 13th July 1869, No. 2,282.

No. 303. ORDERED to be recorded.

CIVIL WORKS, No. 42.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

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

Ix1 E. C. Shunker.

Govt. of 1869; Madras.

PUBLIC WORKS.

To

THE REVENUE DEPARTMENT.

Dy. 1311

, 13th July

Nos. 302-303

Salt Roads—Proceedings of the Board of Revenue reviewing the report of the Collector of Tinnevelly on the Salt roads in that District for the year 1868-69 recorded.

per

No. 2282

Proceedings recorded

Fort St. George
13th July 1869

For the Revenue Depte
" Board of Revenue
" Supdt Salt Depte

Desp. 14/7/69.

Rec 2706

Govt. of {1869} Madras.

PUBLIC WORKS.

To The Revenue Department

Dated &c., &c. &c.

Recd.

Encl.

G. O. 13 July 1869, No. 2282

Nos. 302-303

Salt roads Proc. of the Bd of Revenue recovering the refund by the Collr of Tinnevelly on the Salt roads in that Dist, for the year 1868-69- recorded.