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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2562 Press / Mis.

Dated 9 6 18 .

Not to be folded or roughly handled

No. 121. Read the following Proceedings of the Board of Revenue, dated 14th August 1871, No. 3,428:—

From the Officiating Collector of the Kistna District, to the Acting Secretary to the Board of Revenue, dated Dindi in Repalli Talook, 9th May 1871, No. 1,374.

I HAVE the honour to submit my Annual Report for 1870-71 on the salt roads of the Kistna District.

2. During the past year I have personally inspected each of the four salt stations of the district.

(I.) Pandraka, (II.) Mangiuipudi, (III.) Nizampatam, (IV.) Chinna-Ganjam.

The first two I have placed under the immediate supervision of the Assistant Collector, and the fourth under the Sub-Collector. The Salt Deputy Collector P. V. Narsimharao Pantulu is continually on the move from one station to the other, and during the two years he has been in this district the results of his management have been very successful.

3. Notwithstanding the enhancement of the price of salt the extent of sales has largely increased during the past year.

4. This is the third year in which I have brought forward the urgent need for improving the means of communication with the salt stations in the district. But though the proposals made have each year been supported by the Board and approved of by Government, I regret to say that the commencement of the works has still to be undertaken.

5. With regard to emergent salt works appertaining to the Imperial Budget, the Government, in Government Order, dated 13th September 1870, No. 1,452, desired that plans and estimates thereof, together with a sketch of the country on which they have to be undertaken, should be submitted in order to enable Government to determine as to which of these works should be executed at once, and from what source the requisite funds should be provided. I at once addressed the Superintending Engineer on the subject, trusting that these plans and estimates might be prepared during the cultivation season, when works were comparatively at a stand-still. I again addressed the Superintending Engineer on the 23rd March 1871, seeking information as to the progress made in order to incorporate it in this report. Colonel F. J. Moberly, in a letter dated 15th April 1871, No. 20, writes, "I regret that I cannot say when the estimates for the roads you mention will be "ready. All the members of the department are busily occupied and can only "take up the surveys at leisure, or they will lose the best of the working season."

6. PANDRAKA.—This depôt is chiefly resorted to by lambadies from the Hyderabad territories, who give a preference to the spontaneous salt produced at this station on account of the size and weight of the crystals, which makes it better suited for a long transit.

7. In 1870 three of the platforms of this station were closed, because the swamps in their vicinity had become unprofitable, and because it was also deemed advisable to concentrate our salt stores—Board's Proceedings, dated 7th January 1870, No. 100.

8. Salt-water supply.—The swamps of this station have been hitherto supplied with water from the sea by the Kottem Salt Creek. In consequence, however, of the difficulty experienced to keep open the mouth of the creek across which a bar has formed, it has been deemed advisable to utilize another salt creek near Peddapattam further to the south. The feasibility of the project was admitted by the Superintending Engineer, and the Board of Revenue in Proceedings, dated 20th January 1871, No. 289, sanctioned the erection of certain bunds to carry out the scheme. These have been constructed and the sea-water has been led into the Pedda Pandraka and Stri Devi swamps from which it is proposed to obtain the chief supply of salt in the current year; either one or two new platforms will have to be provided here. But if the supply of salt proves good we shall probably be able to abandon the Gunnampurra platform as soon as the salt at present stored upon it has been sold off.

9. Salt Cutcherry.—The new Salt Cutcherry to be erected on the Kotamparra platform, sanctioned in Government Order, dated 14th April 1869, No. 1,012, has not yet been commenced for want of funds. When this is built the old Cutcherry is to be handed over to the Police for a Police Station.

10. Imperial Road No. IV.—This is the salt road from Bantamilly to Argollu. Its length is 32 miles and it has a maintenance grant of Rupees 1,440. The road is greatly in need of thorough repair. At the best of times it is only a fair-weather road, and in the wet season a bank of black mud. It ought to be gravelled and several bridges supplied. There is much traffic on this line, but there are grievous complaints as to the state of the road from time to time. When I recently addressed the Superintending Engineer on the subject, he replied, 14th April 1871, No. 361, "I have the honour to point out that the Government have "not allotted any money for the execution of the improvements to the Argollu and "Bantamilly road sanctioned in Government Order, No. 1,762, dated 12th Novem-"ber 1870, Revenue Department, (Government Order, No. 109, dated 17th Novem-"ber 1870, Department Public Works). I presume that the Government have good "reason for withholding any grant in 1871-72, and have no grounds for moving "further." I would respectfully urge the importance of providing funds for this road on account of the salt traffic. The road should be brought up to the village of Bantamilly. The bridges required are—

(1). A masonry bridge on the Polurazkodu, sanctioned in Government Order, dated 27th March 1871, No. 553, Revenue Department.

(2). A bridge over the drainage channel at Penumallavangudem near Tumidi.

(3). A masonry bridge over a stream crossing the road near Argollu.

It can easily be conceived how seriously traffic is impeded by these interruptions in the line of communication.

11. Salt Station Roads.—There are at present no roads in the station. In Government Order, dated 18th January 1868, No. 143, Revenue Department, Rupees 2,630 were sanctioned for roads to the platforms.

12. As Yendepally and Cherukumilly platforms have been abondoned that road may be given up. As Gunnumpurra platform is only temporarily retained the construction of that road may also be suspended.

Proceedings of the Madras Government, Public Works Department, 9th October 1871.

13. The road from Bantamilly to Kotampurra platform had also better, I think, stand over until the result of the experiments now being made to obtain a supply of salt water from some of the swamps has been tested.

14. Still-water Channel to Platforms.—This channel has completely silted up and the terminal basin has never yet been constructed. These works also, however, had better now wait until it is seen which swamps can be best utilized for the spontaneous formation of salt.

15. Manginapudi.—This station is about four miles from Masulipatam.

16. Road to Masulipatam.—A provision to the extent of Rupees 10,000 has been made in the Local Fund Budget of 1871-72 for commencing this road; but the Superintending Engineer has not yet furnished any estimate; the line lies on a sandy tract very difficult for carts and bullocks.

17. Road to Paddana.—This road, four miles in length, was suggested by the Board of Revenue in their Proceedings, dated 6th April 1870, No. 1,788. It is calculated to be a very useful line. A provision to the extent of Rupees 10,000 has been made for it in the current year's Local Fund Budget; but no estimate has yet been prepared.

18. Road to Bantamilly.—This road has never yet been properly made eleven miles. The line across the Jinjeru swamp is often very difficult to be passed.

One of the bunds raised this year for supplying salt water to the Pandraka swamps has been thrown across this swamp, with the object of preventing the drainage water entering the salt swamps. This bund is used as a footpath and is found very convenient. It might easily be made into a good road. I would recommend the construction of a Local Fund road from Bantamilly to Munginipudi. If the supply of salt runs short at Pandraka, of which there are serious apprehensions, the lambadies might then go on to Munginipudi, eleven miles further, for their supplies, though they do not like the manufactured salt as well as the spontaneous.

19. Salt Station Roads.—The station roads are—

(1). Road round platform No. 1, length 734 yards, breadth 8 yards, on which Rupees 19-14-6 were spent last year.

(2). Road between Nos. 1 and 2 platforms, length 732 yards, breadth 7 yards, on which Rupees 54-1-0 were spent last year.

(3). Road between Nos. 2 and 3 platforms, length 336 yards, breadth 6 yards, on which Rupees 20-10-1 were expended last year.

The sides of this road have been turfed and planted with binding creepers.

20. Canal from Masulipatam to Munginipudi.—This work was designed with the threefold object of (1) providing water-communication with the salt stores, (2) affording irrigation to a swampy tract between Masulipatam and the sea, and (3) affording by means of its bank protection to Masulipatam against inundations from the sea. An estimate, amounting to Rupees 61,720, was sanctioned for the work in Government Order, dated 23rd February 1865, No. 515, Revenue Department. Of this Rupees 2,630 appear to have been expended, but then the work was stopped. Government, in Government Order, dated 13th September 1870, No. 1,452, directed that the project should be re-examined with a view to its being considered whether

it cannot be carried out at a smaller outlay, and be also rendered reproductive as an irrigation work, but I have not heard anything further on the subject from the Superintending Engineer.

21. KONA CANAL.—This canal was proposed to be taken off the Bezwada and Masulipatam navigation canal near Dodlapalem lock to be carried in a south-easterly direction through the Kona swamp. It was designed with the double object of, first, preventing the spontaneous formation of salt on a swamp about half a mile in length and a quarter of a mile in breadth, to watch which we have now annually to depute a Police guard, though the salt this year is less than in former years; second, with a view to extended irrigation, the ryots of Tumalachervu having applied to take up several hundred acres in the neighbourhood if the means of irrigation can be supplied. No estimate has yet been prepared for this work.

22. MOAT ROUND WORKS.—This work was designed by the Honourable T. Clarke with the double object, first, of providing a permanent supply of water for the pans; and, second, of protecting the salt works. Government, in Government Order dated 29th May 1865, No. 1,023, Revenue Department, directed an estimate to be submitted as soon as practicable; but this has never yet been forwarded.

23. NIZAMPATAM.—This is the single Salt Depôt where provision is made for export by sea, but no salt has been exported for several years. The Nizampatam canal also affords means of inland water communication with this station, which has been very largely availed of in the past year to transport salt to Bezwada and Jaggiapett, where the merchants have established depôts to which the lambadies resort and carry the salt thence into the Nizam's territories. The demand at this station has so largely increased that the supply produced, it is feared, will prove insufficient, and it is under contemplation to take up one or two new swamps in the neighbourhood. I shall give the matter my careful consideration when I hope shortly to visit the neighbourhood again.

24. ROAD TO GUNTUR.—This road is about 30 miles in length. The portion from Guntur to Chandole is in fair order, but between Chandole and Nizampatam it has never been properly made. An estimate for a survey has just been sent up; the line lies over a heavy loose sandy tract. A bridge across the Nizampatam canal at Chandole is urgently required. The Superintending Engineer proposes, I believe, to divert the road so as to carry it for some distance along the Bapatla and Masulipatam road.

25. At present the road is most difficult to be passed, and the execution of this work would undoubtedly lead to an increase in the sales of salt at the station.

26. ROAD TO VOLERU.—There are three bridges on this line most urgently required,—

(1). A bridge across the Kistna supply-channel near Voleru.

(2). A bridge over a small salt creek between Iskapalli and China Anuntavaram.

(3). A bridge over the salt creek known as Nangevadarevu.

There are also breaches in the road which require to be filled up.

27. ROAD TO BAPATLA.—The present road from Nizampatam to Bapatla passes between the platforms, at least the Kotar road leading to platform No. 3 is the only one available for general traffic. The Honourable T. Clarke strongly objected to this, and Government, in Government Order, dated 29th September 1865,

Proceedings of the Madras Government, Public Works Department, 9th October 1871.

No. 1,128, sanctioned the construction of a new line of road with a bridge wide enough for carts to cross. Estimates were called for, but they have never been furnished. The present Superintending Engineer is opposed to the construction of this road, but from all the enquiries I have made on the spot the line is very much used, even now, and a road is greatly wanted and will do much to develope the salt trade at this station. I trust that Government will call for the submission of an estimate at an early date. The new road it is proposed shall start from the street at the south of the village near the present Salt Cutcherry and be carried up to the point where the present Kotar road meets the road to Bapatla. Colonel Moberly proposes a more circuitous road by Allur.

28. PALMYRA BRIDGE.—The temporary palmyra bridge leading from the village to platform No. 3 and now on the only road to Bapatla was washed away by the heavy rains in October 1869, and has never yet been replaced. A ferry boat of two palmyras lashed together has been employed here at a cost of Rupees 3 a month charged to salt, but the want of a bridge is most severely felt. An estimate for a new bridge, amounting to Rupees 410, was sanctioned by the Board in their Proceedings, dated 8th September 1870, No. 5,649. It was found that the work could not be executed by the Revenue Department as requiring professional skill, and I therefore recommended that provision be made for it in the Budget of 1871-72 with an allotment of funds to the Department of Public Works. The Superintending Engineer, in a letter, dated 15th April 1871, No. 20, observes that "at half ebb the water near the Salt Kotar is only a few inches deep; that the creek, as indeed the whole backwater, is silting rapidly up, and he states that, in his opinion, the amount sanctioned would probably be more wisely expended elsewhere." In this opinion I cannot agree. It is the facilities of water-communication afforded by the Nizampatam canal with Bezwada that has tended so much to increase the sales of this station, and there is every prospect of a still further extension. But this depends upon the means of water-communication being kept up. I propose to open a new channel from the salt creek up to the new platform now in course of construction, and I beg to suggest that the Department of Public Works may be directed to suggest some means for checking the silting up of the creek and backwater and for maintaining water-communication with this Kotar. The creek may be deepened and silt removed. The bridge I trust may not be delayed.

29. MASONRY WHARF.—The Board of Revenue, in their Proceedings, dated 12th August 1869, No. 5,986, sanctioned an estimate, amounting to Rupees 1,400, for this work. This work also, as requiring professional skill, could not be undertaken by the Revenue Department, and as the Board stated in the Proceedings, dated 18th August 1870, No. 5,359, that a transfer of funds was objectionable, I recommended that the work should be entered in the Budget of 1871-72 with an allotment of funds for the Public Works Department. With reference to the impossibility of transferring funds from the Revenue to the Public Works Department, the Superintending Engineer writes in a letter, dated 11th October 1870, No. 212, "I regret that I have no control over the matter. The Government have seen fit to make these rules forbidding the members of the Department of Public Works from undertaking execution of work, the funds of which were not duly made over to us. I do not know why this transfer cannot be made, if necessary, by application

to the Government of India. I would, however, suggest that this appears a good opportunity for urging the inconvenience of such unbinding regulation. As the Board of Revenue possess the power of transferring funds from the manufacturing of salt to the execution of works connected with it, it appears but a small step further that they should have authority to transfer or recommend the transfer of the same money to the professional department."

30. In a letter, dated 15th April 1871, No. 20, the Superintending Engineer states that the allotments for the bridge at Nizampatam Salt Kotar and the new wharf were made in the Salt Budget, and he has not therefore concerned himself with them. The Superintending Engineer agrees with me that both these works had better be executed by the professional department, (letter dated 11th October 1870, No. 212,) and I beg that funds may be placed at the disposal of the Public Works Department accordingly.

31. Ferry Boat.—The road from Nizampatam to Bapatla crosses a salt creek known as Motederevu. The old boat here was sold as too heavy and useless. The Salt Deputy Collector strongly urges the great inconvenience suffered here for want of any proper means of crossing, and asks sanction for the purchase of a Kattupadavu or two boats lashed together which will take over a cart. I request the Board's sanction for the expenditure which may be debited to the allotment for the manufacture of salt or petty construction and repairs if funds are available.

32. New platform.—The new platform sanctioned in Government Order, dated 23rd May 1867, No. 1,168, Revenue Department, for which the estimate amounts to Rupees 4,290, has been given out by the Revenue Department on contract to T. Shivaramiah, and the work has been commenced. I hope that the Department Public Works will be able to inspect the work from time to time in progress, and advise as to the manner in which it is being carried out. When this platform is finished, it would be very desirable to provide it with water-communication by the excavation of a salt channel up to it from the Mugadaramma creek. The distance is only a few hundred yards, and I request permission to request the Department Public Works to furnish an estimate. This platform is intended to supersede two platforms proposed to be abolished.

33. Salt Station Roads.—The station roads are,—

(1). Road from platform No. 1 to salt creek near which the masonry wharf is proposed to be erected, length 140 yards, breadth 5 yards, on this only Rupees 1-5-6 were spent last year.

(2). Road from palmyra bridge near village to platform No. 3, length 1,100 yards, breadth 4 yards, on this road Rupees 27-15-0 were expended last year.

(3). A raised bank between the salt creek and the salt beds for preventing flood in high tide. This is used as a road from the palmyra bridge to platform No. 1; expenditure in repairs in 1870-71 Rupees 0-10-3.

Attempts have been made to turf the sides of these roads and plant binding creepers, but as yet without success.

34. Chinna-Ganjam.—This station is much resorted to by lambadies coming from Hyderabad, etc. The means of communications are at present difficult.

Imperial Salt Road.—This is intended to place the Salt Kotar in communication with the Great Northern Road striking it at Inkole; the length is 10 miles; it has a maintenance grant of Rupees 800. The road at present stops short at Kadavakuduru, about three and a half miles from Chinna-Ganjam, between which places there is a ridge of sand most difficult to be crossed. With my letter, dated 23rd March 1871, No. 933, I had the honour to submit an estimate, amounting to Rupees 25,805, for completing this road up to the Salt Kotar, and also another estimate, amounting to Rupees 24,700, for a branch road to the Port of Motupalli. The road between Inkole and Kadavakuduru ought to be widened and metalled.

36. Masonry Bridge.—In Government Order, dated 28th September 1869, No. 2,680, Revenue Department, Government sanctioned the construction of a masonry bridge in lieu of a weak palmyra one over the Kondem on the road between the village and the Salt Kotar. The Superintending Engineer in a letter, dated 15th April 1871, No. 20, informs me that he has applied to Government in regular course for funds for this work. This work is very urgently needed.

37. Road from Chilakalurpeta to Nekarikolu.—In Government Order, dated 6th August 1869, No. 2,277, Government sanctioned an estimate, amounting to Rupees 57,320, for a Local Fund Road from Chilakalurpeta to Nekarikolu on the old Hyderabad Trunk Road No. VII. During 1870-71 Rupees 13,326-11-3 were expended on this work.

38. Station Roads.—The station roads are,—

(1). Road from village by platforms Nos. 2 and 3 up to platform No. 5 on the east, length 1,412 yards, breadth 5 yards; expenditure in 1870-71 Rupees 49-8-0.

(2). Road from Ankamma Chervu (tank) on the south-east of the village to platform No. 4, length 172 yards, breadth 6 yards; expenditure Rupees 6-8-0.

(3). Road between platforms Nos. 3 and 4, length 360 yards, breadth 3 yards; expenditure Rupees—

(4). Road from Palmyra bridge on road No. 1 to platform No. 1, length 800 yards, breadth 3 yards; expenditure Rupees 23.

The experiments made to plant with binding creeper and turf the sides of the roads here has not answered as yet.

The Officiating Collector of the Kistna District furnishes, in the above letter, a very full report on the salt roads and salt stations in his district.

2. In reviewing a similar report last year Government, in their Order of the 13th September 1870, No. 1,452, paragraph 3, directed, "with regard to emergent "salt works appertaining to the Imperial Budget, that plans and estimates thereof, "with a sketch map, should be submitted to them to enable them to determine which "of the works might be undertaken at once, and from what source the requisite "funds should be provided."

The Officiating Collector thereupon at once, as he reports, addressed the Superintending Engineer, Colonel F. J. Moberly, trusting that the plans and estimates might be prepared during the cultivation season; and again in March last requested information as to the progress made, in order to submit the result in his present report.

3. The result of Mr. Boswell's enquiries as to what had been done towards carrying out the wishes of Government on this subject, appears from the 5th paragraph of his report.

The roads in question have not been touched, and have, in consequence, still further deteriorated.

4. The Board consider it unnecessary at present to remark further on the neglect to prepare the estimates called for by Government; the state of affairs, and the results which might be expected therefrom, as shown in Mr. Boswell's report, speak sufficiently plainly for themselves.

5. Of the state of the Imperial Road No. IV. from Bantamilly to Argollu, the only line by which the spontaneous salt from Pandraka Division can be taken inland, the urgent necessity for its repair, and the bridges which are required to make it available for salt and general traffic, a description is given in paragraph 10.

Road from Bantamilly to Argollu, 32 miles, paragraph 10 in Mr. Boswell's report.

This is one of the works for which an estimate was called for in the Order of Government before quoted, and for which repairs and additional bridges were in August reported as "urgently demanded."

It does not appear that any estimate was submitted, but it seems from Colonel Moberly's letter that at all events no funds were provided for the improvement and repair of this road, which has so often been pointed out as urgently wanted.

6. The bridge over the Polrázkódu (channel) has been sanctioned by Government in their Order of the 27th March 1871, No. 553.

7. For the road from Manginipudi to Masulipatam, about four miles in length, it appears that a sum of Rupees 10,000 has been made in the Local Fund Budget for 1871-72, but no estimate has been furnished by the Superintending Engineer.

Manginipudi and Masulipatam road, para. 15.

8. For this road also, which was suggested by the Board in April 1870, and which Mr. Boswell reports is likely to be a very useful line, provision has been made from the same source, but no estimate is provided.

Paddana road, paragraph 16.

9. This road which crosses the Jingéru swamp has never been properly made. It is now proposed to make a good road on one of the bunds raised this year for supplying salt water to the Pandraka swamps, and thrown across the low ground to prevent the drainage fresh water entering the swamps. The bund is at present used as a foot-path. The Board consider the proposal good, and the road may be undertaken hereafter.

Bantamilly road, 11 miles, paragraph 17.

10. This work, the objects of which are briefly stated by Mr. Boswell, was sanctioned, and an estimate for Rupees 61,720 passed by Government in 1865; Rupees 2,630 were expended on it, and the work was then stopped. In September 1870, Government requested to be informed if it could not be completed with a

(1). Canal from Masulipatam to Manginipudi.
(2). Kona channel.
(3). Moat round works.
Paragraphs 19, 20 and 21.

smaller outlay, and at the same time rendered useful as an irrigation work. The Collector is not in a position to give any further information on these points.

This work, the channel to Kona from the Bezwada and Masulipatam Irrigation Canal for which no estimate has yet been prepared, and the moat round works, (for which Government in 1865 directed an estimate to be submitted in 1865, but which has also not yet been received,) will all be useful works, but they yield in importance to the main lines of road.

11. The demand for salt at Nizampatam is said to be largely on the increase. It is from this station that Hyderabad is chiefly supplied, there being water-carriage all the way from the stores to within a few miles of Jaggiapett, from which point the lambadies carry the salt into the Nizam's Territories.

The works chiefly needed are the same as were urged for construction last year, namely, a road from Chandole to Nizampatam, a new wharf for loading boats, and a new road to conduct the local traffic round and not through the pans.

Paragraphs 23 and 24.

A new platform is in course of construction at this station, which is one of rising importance, and the Collector requests that a palmyra bridge, which was sanctioned by the Board from Local Funds, but could not be carried out except by the professional department, may not be delayed, and further urges the opening of a boat channel up to the platform.

Paragraph 27.

The Board consider that the works required ought not to be deferred.

12. Two statements furnished by the Controller of Public Works Accounts are appended showing the inadequate expenditure on salt roads in the Kistna District, and the amount sanctioned, but not expended, during the last five years.

The Board think that more liberal provision should be made in the Provincial Funds Budget for this purpose.

13. At the same time the Board resolve to request the Local Fund Board (Masulipatam Circle) to take into consideration the desirability of providing in their present year's Budget for the salt roads which are most emergently required and are also useful for general traffic, from the large balance which they believe stands to the credit of the Board from the Local Fund of the district.

Statement showing the Salt Roads (Original and Repairs) which have been undertaken during the five years ended 31st March 1871.

Works.	1866-67.		1867-68.		1868-69.		1869-70.		1870-71.	
	Original Works.	Repairs.	Original Works.	Repairs.	Original Works.	Repairs.	Original Works.	Repairs.	Original Works.	Repairs.
Kistna District.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Road from Argole to Bantamilly	80 14 6	1,459 5 6	.....	1,437 11 11	2,987 11 1	1,247 6 0	.....	868 15 8	.....	1,191 2 9
Road from Inkole to Chinna-Ganjam ...	.....	860 0 9	.....	718 10 5	.....	810 5 9	.....	963 13 11	.....	794 2 0
Chinna-Ganjam Salt Kotar Road	.....	65 15 0	.....	.....	.....	.....	.....	.....	.....	.....
Constructing a bridge across Ellore High Level Canal near Argole...	.....	.....	.....	.....	.....	.....	1,713 3 10	.....	218 8 6	.....

MADRAS,
26th July 1871.

(Signed) S. BROCK,
Controller of Public Works Accounts.

Statement showing the Salt Roads sanctioned but not carried out during the five years ended 31st March 1871.

Works.	Date of sanction.	Amount of Estimate.
Kistna District.		RS.
Constructing a bridge and road between Chinna-Ganjam and Salt Platform.	Government Order, No. 3,237, of 7th October 1869.	1,820
Improvements to the Salt Roads between Parikeed and Bantamilly.	Government Order, No. 3,948, of 17th December 1868. Government Order, No. 1,762, of 12th November 1870, Revenue Department, and No. 109, of 11th November 1870, Public Works Department.	3,660 5,665

MADRAS,
12th July 1871.

(Signed) S. BROCK,
Controller of Public Works Accounts.

No. 122. ORDER THEREON, 9th October 1871, No. 2,562.

LOCAL FUNDS, No. 11.

Account.

COMMUNICATED to the Superintending Engineer, 2nd Division, who will explain the cause of delay in the preparation and submission of the plans and estimates of the several works noticed by the Board.

2. The Government approve of the orders passed by the Board of Revenue in the foregoing Proceedings relative to the Local Fund Board, Masulipatam Circle, being requested to provide in their Budget which is just now under preparation for the salt roads which are emergently required.

(True Extract.)

Captain, R.E.,
Under-Secretary to Government.

To the Superintending Engineer, 2nd Division.
" Board of Revenue.

Ed. E. C. Shunker.

1425 62. R.P.D

Proceedings of the Madras Local 13

Read the following

Pro: of the Board of Rev. H.E. & No 3428 14 Aug 62

Communicated to the Supt Engineer 2nd Division who will explain the cause of delay in the preparation and submission of the plans and estimates of the several works noticed by the Board.

The Government approve of the orders passed by the Board of Revenue in the foregoing Proceedings relative

relative to the Local Fund Board Inquiry Dispatch and Circle being requested to provide for their Budget which is just now under preparation for the Salt roads which are urgently required.

Ans

No. 15

To
The Supt Engr. 2nd Circle
Board of Revenue
Dated 10/10/21

Cle 4046.

Cost of 1871: Madras.

PUBLIC WORKS.

To the Superintending Engr
2nd Circle

Date

Dated Vol 1

Copied Letter No. 2562

Nos. 121 & 122

Rds and Salt Stations.

Rep. of the Hon Bd Rev. submitting
Electric report on the Salt
Roads in the Kistna Dt
Roads & Bridges 1870/71. Con
of the Inspecting Officer 2nd
Dn with Remarks.