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 (2) Date of repair 6.10.86
 (3) Initials of the Referencer lun

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public Works DEPARTMENT

G.O. No.	4390 W	Press.
B.P. No.		Mis.
Dated	16 - 11 - 1878	197 .

JP

Not to be folded or roughly handled

4390
1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

16th November 1878, No. 4,390 W.

Buildings and Roads.

Civil Works.

Read the following paper :—

No. 206. From Captain R. R. E. BROCKMAN, R.E., District Engineer, Tanjore, to the Chief Engineer, Public Works Department, dated Tanjore, 14th September 1878, No. 2,132.

In forwarding, herewith, for the sanction of Government, the enclosed plans and

Constructing a road from bridge on road No. 15 to road No. 24 along Nasoonniyaur left bank, including masonry works, Rupees 6,500.

Restoring road No. 60 from Arantangi to Moonoogudypetty, Rupees 5,000.

estimates for works detailed as per margin, I have the honor to report as follows.

2. "Constructing a road from bridge on road No. 15 to connect road No. 24, estimate Rupees 6,500." With reference to this I have to observe that the President of the Local Fund Board, Tanjore, in

his letter, No. 152, dated 21st May 1872, requested to have plans and estimates prepared for the construction of a bridge to span the Nasoonniyaur on road No. 24, and I informed him that the construction of the bridge would cost between 16 and 18 thousand Rupees owing to the unfavorableness of the soil at the site for the manufacture of bricks and the difficulty of obtaining skilled labor and materials at the locality, and which will therefore have to be obtained from a great distance, and suggested on the principle of observing strict economy that in lieu of this bridge proposed by him a branch road might be constructed by making a diversion from road No. 24 to connect road No. 15, and thus have the old bridge on road No. 15 utilised, and all with much less expenditure of funds.

3. The Local Fund Board, in their Proceedings, No. 73, of the 14th November 1876, approved of my suggestion, and the necessary plans and estimates were prepared for this branch road and forwarded to the President in this office letter, No. 1,636, dated 24th September 1877. But the Board in their Proceedings, dated 2nd February 1878, object to the charges being debited to Local Funds on the plea that "the want is a salt one;" whereupon I requested the Collector in my letter, No. 556, dated 14th March 1878, to have the plans and estimates duly countersigned if he approved of the work and if he thought that I should obtain sanction of Government for this road as a salt work. He approved of my proposal and has returned duly countersigned the plans and estimates in token of his approval. It will be observed that an amount of Rupees 550 has been included as compensation for land to be taken for this road. A specification report and the surveys are also herein enclosed.

4. "Restoring road No. 60 from Arantangi to Moonoogudypetty, estimate Rupees 5,000." With regard to this work I have the honor to inform you that the President, Local Fund Boards, was informed on the 19th July 1875 in this office No. 1,281 that this road had been abandoned years ago as it had been breached in several places to such an extent as rendered it impassable for the traffic of loaded carts, and that no funds had been allotted from year to year for its repair or upkeep. At the requisition of the President the necessary plans and estimates were prepared and forwarded to him, but they have been as before and on the same grounds as in the case of the first work returned duly countersigned by him with a request that this work also may be charged to Imperial Funds.

5. I agree with the Collector in his suggestions, inasmuch as these form, to a great proportion, feeders for salt pans.

6. I have to report that I intend including these two works in the Imperial Budget for 1879-80 under "Salt," to admit of the necessary funds being granted for their execution in the ensuing year if funds are not available during the current official year.

ENCLOSURES.

- 4 Abstract estimates for constructing a road from bridge on road No. 15 to road No. 24.
- 1 Survey plan.
- 1 Section of levels.
- 1 Plan of culverts.
- 1 Specification report.
- 3 Abstract estimates for restoring road No. 60.
- 1 Plan of tunnels.

No. 206-A. From H. W. BLISS, Esq., Commissioner of Salt Revenue, to the Secretary to Government, Public Works Department, dated Negapatam, 1st November 1878, No. 1,571.

I HAVE the honor to reply to G.O., No. 4,283, dated 23rd September 1878, and to forward copy of a careful report* from the Tanjore Salt Deputy Collector on the subject of the works therein referred to.

* No. 329, dated 30th October 1878.

2. I have not the advantage of a personal knowledge of the localities, nor have I at present time to proceed to an inspection of them; but I consider that the Salt Deputy Collector has shown conclusively that the works in question in no way fall under the category of salt works, or are such as should be executed from Imperial Funds.

3. They are two in number. The first is a junction between two existing roads, and would hardly appear to be required at all, as there is a short cut across the fields over fair soil available in the dry weather, while in the wet a circuit of about three miles by other existing roads is all that is needed.

4. About the second road I have in one respect some doubts, its locality being left uncertain by the papers forwarded to me. In Captain Brockman's letter, No. 2,132, dated 14th September 1878, paragraph 4, it is described as running from Arantangi to Moonoogudypetty, while the estimate itself is for restoring a road from Arandanghy to the same place, which is, I am informed, on the borders of the Trichinopoly District, though I cannot find it in the only map I can here obtain access to. In neither case, however, is the work in any way specially required by the Salt Department. If it is from Arantangi that it starts, I have the honor to state that I am now collecting information with the view of proposing the abolition of that salt division which is costing about double as much to keep up as it brings in; if from Arandanghy, I think it is sufficient to point out that Arandanghy is about 20 miles from the nearest salt station, so that a proposal to charge to salt funds the cost of a road leading inland from thence is only in degree, though not in kind, less unreasonable than would be a similar proposal with regard to the cost of the road from (say) Tanjore to Trichinopoly. I think, therefore, that it is quite clear that in neither case can this particular road be considered a salt work.

5. The enclosures to the Government Order under reply are herewith returned.

From P. RAJARATNAM, Deputy Collector, Tanjore, to the Commissioner of Salt Revenue, Madras, dated Negapatam, 30th October 1878, No. 329.

I HAVE the honor to reply to your endorsement on G.O., No. 4,283, of 23rd September, Public No. 4-1,349, of 28th September, received on the 5th instant. Works Department, forwarding certain papers from the District Engineer of Tanjore regarding two roads for which the Local Fund Board have declined to provide funds, apparently on the ground that the works are required more for salt purposes than for the convenience of the public generally.

2. The first road referred to is the one proposed from the bridge on No. 15 to join No. 24 near Thumbickanellavankottai. From inquiries made on the spot I am of opinion that this road cannot be regarded as a "Salt Work." In the first place it is intended as a makeshift for a bridge across the Nasoonniyaur river, which is a legitimate charge on Local Funds; (2) in the second place the road is not urgently needed in the interests of the Salt Revenue; (3) lastly the traffic in salt would be much less than the traffic in other articles which would pass along this road from Thumbickanellavankottai and Thamerankottai.

3. The first point does not require explanation. As regards the second I beg to inform you that at present there is a cart track over private fields, not far from this line, which the bandymen are in the habit of using for nearly eight months in the year when there is no crop on the land. It is said to be not more than half or one mile longer than the proposed line. After the dry crops are sown, that is for about four months, the salt carts go by the Mootopetta road (No. 8) which crosses the road No. 15 about 1½ miles north of the bridge, and get to Thumbickanellavankottai and its sub-station by road No. 24 as shown in the accompanying rough sketch. The extra distance that has to be travelled is not much over three miles. Sometimes the bandymen who happen to bring grain go to Adrampatam to dispose of it there, and thence proceed to Thumbickanellavankottai to take salt if they find that what is sold there is lighter than that sold at Adrampatam. Sometimes the bandymen take the grain to Mootopetta direct, and then they must go by road No. 8. Under these circumstances I do not feel satisfied that the new road is absolutely necessary for the requirements of the salt merchants, who, I think, can do without it, as they have done ever so long. Of course the merchants would find it convenient to have a shorter road than the present, but the question is, whether it will improve the sales to any appreciable extent. I believe not; nor do I think that the want of such a road will affect the revenue injuriously.

4. Now as to the probable traffic other than salt which would pass along this new road, I find from information obtained from the Superintendent of Chuttrums, to which Thumbickanellavankottai and Thamerankottai are attached, that there are about one lakh of cocoanut trees in bearing in these villages. A leading ryot of Thumbickanellavankottai assured me that the actual number would be considerably more, but taking it at the figures given by the Chuttrum Superintendent it is estimated that these trees

* Thumbickottai is noted for its fine cocoanut trees. On an average the yield is estimated at 100 cocoanuts per tree. I have taken it at 80, and 800 as a handy load, considering the character of the road which is sandy and muddy.

would yield annually over ten thousand bandyloads of cocoanuts.* I was unable to ascertain from the Sea Custom Office the quantity exported from each village, but the ryot

referred to and others informed me that less than two-thirds are exported, while fully a third is sent out by land to Pattukotai and Tanjore Taluks for sale, say about 3,500 bandies. Cocoanut leaves are also sold to a large extent, but not much of it is exported. These and palmyras would give not less than 1,200 bandyloads (a large quantity is carried on headloads besides), while jack fruits and sundry articles would amount to over 1,000 bandyloads. Further, the new road will be very useful to pilgrims going to Rameswaram from the Tritrapoondy and Negapatam Taluks. From Thumbickanellavankottai they would naturally turn off by the new road and proceed straight to Adrampatam over the bridge on No. 15 road, avoiding the Nasoonniyaur river which crosses the road No. 24. On the whole I think the total number of carts that would pass along this road cannot be less than six thousand, while the number of salt carts will never exceed 4,800 at the outside. The Salt Superintendent estimates them at only 3,600 a year. On an average about nine heaps or 90 garces are sold every month. Of these more than 2½ heaps are conveyed by pack bullocks, which take the shortest foot-path they meet with. About 3½ heaps go to the adjacent villages, and the Superintendent thinks that the remaining three heaps or 30 garces or 300 bandyloads go to Puttucottah and Tanjore Taluks every month, and would take the new line of road. Even assuming four heaps a month as the average, the salt carts which would go by this route would never exceed 4,800 per annum. The greater portion of these carts, I may say about three-fourths, do not come empty but bring grain or some other articles to be disposed of on their way to the salt depôts. Many of these bandies again take a short cut across fields for eight months in the year as already stated, and it is only for about four months that they have to experience some inconvenience and make an extra journey involving three or four hours' delay.

5. Regarding road No. 60 from Arantangi to Moonoogudypetty I made inquiries of bandymen from Pattukotai, the Public Works Maistry, and others during my stay at Minbasial (Arasanagiri) on the 15th, 16th, and 17th. A large proportion of the carts which come for salt generally bring other articles of consumption from Trichinopoly for sale at Arantangi and neighbouring villages of importance. There is also independent trade carried on to some extent between these places, and it is stated that pilgrims proceeding to Rameswaram from Puttucottah and parts of the Trichinopoly District take this route as being the nearest. I see no ground, therefore, for treating this exclusively as a salt work, but if it is decided that a fair proportion of the charge should be contributed from Salt or Imperial Funds, I do not think the Local Fund Board can fairly claim more than half the cost of the repair.

No. 207. ORDER THEREON, 16th November 1878, No. 4,390 W.

HIS GRACE the Governor in Council concurs with the Commissioner of Salt Revenue in opinion that the roads in question are not essential for salt purposes, and declines therefore to sanction their execution from Imperial Funds. Should they be required for the general purposes of the district, the Local Fund Board may bring them forward for sanction in the usual way.

(True Extract.)

Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Commissioner of Salt Revenue.
" Superintending Engineer, Fifth Circle.
" Financial Department.

Exd. T. D. Ryan.
Spare Copies

4390
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BUILDINGS AND ROADS.
CIVIL WORKS.

Gobt. of (1878) Madras.

PUBLIC WORKS.

To

THE COMMISSIONER OF SALT REVENUE.

&c. &c. &c.

Dated November 18th.

Issued

Recd.

Encl.

G. O., 15th November 1878, No. 4,300 W.

NOVEMBER.

Nos. 206-207.

Road from Bridge on Road No. 15 to
Road No. 21, Tanjore District.—Declines,
with remarks, to sanction the construction
of a —, and restoring road No. 60 from
Arantangi to Moocapatty.

Madras Salt Commissioner's Office,

December 5th 1878.

My Dear Sir 1390/H

The Commissioner
kindly states in G.O. No. 205-207
dated November 18th last,
Arantangi has been paid for
Kasamangy. Which is a
mistake. He better a run
to find out if this mistake
has been made in copying
his better here will you
please send me a once
I shall return it to you.

prep

No. 2132

District Engineer's Office
Dangare 14th September 1878

From

H 390
100

H.W. BLISS
31 NOV 78
SALT COMMR

Captain R.R.G. Brockman M.R.
District Engineer, Dangare

Colonel E. A. Ford M.R.
Chief Engineer, D.P.W.
Buildings and Roads.

Sir,

In forwarding herewith for
the sanction of
Government the
enclosed Plans and
Estimates for works,
detailed as per
margin, I have the honor to report as
follows.

2. "Constructing a road from Bridge
on Road No. 15 to connect Road No. 24
Estimate Rupees 6500". With reference
to this I have to observe that the President
of the Local Fund Board Dangare, in
his letter No. 152 dated 21st May 1872, re-
quested to have Plans and Estimates

prepared

prepared for the construction of a
Bridge to span the Nasoonnigam
on Road No. 24 and I informed him
that the construction of the Bridge
would cost between 16 and 18 thousand
Rupees owing to the unfavorableness
of the Soil at the Site for the manufacture
of bricks and the difficulty of obtaining
skilled labour and materials at the
locality and which will therefore
have to be obtained from a great
distance and suggested on the
principle of observing strict economy,
that, in lieu of this bridge proposed
by him, a branch road might be
constructed by making a diversion
from Road No. 24 to connect Road No. 15
and thus have the old bridge on
Road No. 15 utilized and all with
much less expenditure of funds.

3. The Local Fund Board in
their Proceedings No. 73 of the 14th November
1876 approved of my suggestion
and the necessary Plans and
Estimates were prepared for this
branch road and forwarded
to the President in this Office letter
No. 1636 dated 24th September 1877. But
the Board, in their Proceedings dated 2nd
February 1878 object to the charges
being

4350
being debited to Local Funds and
the plea that "the want is a salt one"
Whereupon I requested the Collector in
my letter No. 556 dated 14th March 1878
to have the Plans and Estimates duly
Countersigned if he approved of the
work and if he thought that I should
obtain sanction of Government
for this Road as a Salt Work. He
approved of my proposal and has
returned duly Countersigned the
Plans and Estimates in token of his
approval. It will be observed
that an amount of Rs. 550 has been
included as compensation for land
to be taken for this Road. A Specification
report and the Surveys are also herein
enclosed.

4. "Restoring Road No. 60 from
Arasanagery to Moonagudyputty,
Estimate Rupees 5000". With regard
to this work I have the honor to inform
you that the President, Local Fund
Boards, was informed on the 19th July 1875
in this Office No. 1281 that this Road
had been abandoned years ago
as

Arasanagery
See Estimate
107

as it had been breached in several places to such an extent as rendered it impassable for the traffic of loaded carts and that no funds had been allotted from year to year for its repair or upkeep. At the requisition of the President the necessary plans and estimates were prepared and forwarded to him, but they have been as before and on the same grounds as in the case of the 1st work, returned duly countersigned by him with a request that this work also may be charged to Imperial Funds.

5. I agree with the Collector in his suggestions, in as much as these form to a great proportion, feeders for salt pans.

6. I have to report that I intend including these two works in the Imperial Budget for 1879-80 under "Salt" to admit of the necessary funds being granted for their execution in the ensuing year, if funds are not available during

During the current official year.

Enclosures. 12.

4. Abstract Estimates for Constructing a road from Bridge on Road No. 15 to Road No. 24

1. Survey Plan

1. Section of Levels

1. Plan of Culverts

1. Specification/Report

3. Abstract Estimates for Restoring Road No. 60

1. Plan of Tunnels

I have the honor to be

Sir

Your most obedient servant

Chellamoney Captain US

District Engineer

1878 Depa
Building, 2nd Dec 1878
No. 10329

From
The District Engineer
Tanjore

To
The Chief Engineer
Buildings
No. 2132

Dated 14th Sept 78
Recd. 16th

Recd. 12th

+ Returned with the
Go to the Supd. Engr.
S. Circle -

Forwarded for sanction Plans
& Estimates for constructing
a bridge on Road No. 15
& Restoring Road No. 60.

To Conty 20-9-78

Correspondence Department.

No. 1571

4390
18
OFFICE OF THE COMMR. OF SALT REVENUE,
on circuit Madras, Negapatam
Dated 1st November 1878.

From

H. W. BLISS, Esq.,

Commissioner of Salt Revenue.

To

Colonel C. A. Hoord R.E.
Secretary to Government P.W. Dept.

Sir,

I have the honor to reply to
G.O. No. 4283 dated September 23,
1878, and to forward copy of a care-
ful report from the Tanjore Salt
Deputy Collector on the subject of
the works therein referred to.
2. I have not the advantage of a
personal knowledge of the localities,
nor have I at present time to pro-
ceed to an inspection of them;
but I consider that the Salt De-
puty Collector has shown conclu-
sively that the works in ques-
tion in no way fall under the
category of Salt Works, or are
such as should be executed from
Imperial Funds.

No. 329, dated
Oct. 30, 1878.

3. They are two in number. The first is a junction between 2 existing roads, and would hardly appear to be required at all, as there is a short cut across the fields over fair soil available in the dry weather, while in the wet a circuit of about 3 miles by other existing roads is all that is needed.

4. About the second road I have in one respect some doubts, its locality being left uncertain by the papers forwarded to me. In Captain Brockman's letter No. 2132 dated September 14, 1878, para 4 it is described as running from Arasanagiri to Munnugudi-patti, while the estimate itself is for restoring a road from Arandaugly to the same place, which is, I am informed, on the borders of the Trichinopoly District, though I cannot find it in the only map I can here obtain access to. In neither case, however

however, is the work in any way specially required by the Salt Department. If it is from Arasanagiri that it starts, I have the honour to state that I am now collecting information with the view of proposing the abolition of that Salt Division which is costing about double as much to keep up as it brings in; if from Arandaugly, I think it is sufficient to point out that Arandaugly is about 20 miles from the nearest Salt Station so that a proposal to charge to Salt Funds the cost of a road leading inland from thence is only in degree, though not in kind, less unreasonable than would be a similar proposal with regard to the cost of the road from (say) Tanjore to Trichinopoly. I think therefore that it is quite clear that in neither case can this particular road be considered a Salt work.

5

5. The enclosures to the G. O.
under reply are herewith re-
turned.

12794

I have the honor to be,
Sir,

Your most Obedt Servant

R. W. V. V. V.

Commissioner of Salt Revenue

TOR

From a copy of
a report of
the S. B. collector
of the Salt Revenue
Department
Madras.

Enclosure.

No. 1571

Dated 1. Oct. 1878
Received 1. Oct. 1878

To

Mr. Secretary

Salt Revenue,

Madras.

The Commissioner of

From

1878

Correspondence Department.

N^o 329

Tanjore Salt & Coltr's Office
Camp Nijapatam, 30th Oct/78

From

The Salt Deputy Collector
Tanjore

To

H. W. Bliss Esq^r
Commissioner of Salt Revenue
Madras.

Sir

N^o 4
1349 of 28th
Sept^r received
on the 5th Inst.

I have the honor to reply to your
endorsement on G. O. N^o 4283 of 23rd
September P. W. D., forwarding cer-
tain papers from the District
Engineer of Tanjore, regarding
two roads, for which the Local Fund
Board have declined to provide funds,
apparently on the ground that the
works are required more for Salt
purposes, than for the convenience
of the public generally.

2. The first road referred to, is
the one proposed from the bridge
on N^o 15, to join N^o 24 near Thum-
bikanellavankottai. From en-
quiries made on the spot, I am
of

of opinion that this road cannot be regarded as a "Salt work". In the first place, it is intended as a makeshift for a bridge across the Nasuvaniyar river, which is a legitimate charge on Local Funds; (2) In the second place, the road is not urgently needed in the interests of the Salt Revenue; (3) Lastly, the traffic in Salt would be much less than the traffic in other articles which would pass along this road from Thum-bickanellavankottai and Thamer-ankottai.

3. The first point does not require explanation. As regards the 2^d, I beg to inform you, that at present, there is a cart track over private fields, not far from this line, which the bandymen are in the habit of using, for nearly 8 months in the year, when there is no crop on the land. It is said to be not more than half or one mile longer than the proposed

proposed line. After the dry crops are sown, that is for about 4 months, the Salt carts go by the Mootospetta road, (No 8), which crosses the road No 15, about $\frac{1}{2}$ mile North of the bridge, and get to Thumbickanellavankottai, and its sub-station, by road No 24, as shown in the accompanying rough sketch. The extra distance that has to be travelled is not much over 3 miles. Sometimes the bandymen who happen to bring grain, go to Adrampatam to dispose of it there, and thence proceed to Thumbickanellavankottai to take Salt; if they find that what is sold there is lighter than that sold at Adrampatam. Sometimes the bandymen take the grain to Mootospetta direct, and then they must go by road No 8. Under these circumstances I do not feel satisfied that the new road is absolutely necessary for the requirements of the Salt merchants, who

I think can do without it, as they have done ever so long. Of course the merchants would find it convenient to have a shorter road than the present, but the question is, whether it will improve the sales to any appreciable extent? I believe not, nor do I think that the want of such a road will affect the Revenue injuriously.

4. Now as to the probable traffic, other than salt, which would pass along this new road. I find from information obtained from the Superintendent of Chuttrums, to which Thumbickanellavanthottai and Thameranthottai are attached, that there are about one lac of coconut trees, in bearing, in these villages. A leading ryot of Thumbickanellavanthottai assured me, that the actual number would be considerably more, but taking it at the figures given by the Chuttrum Superintendent, it is estimated that these trees would

Thumbickanellavanthottai is noted for its fine coconut trees. On an average the yield is estimated at 100 coconuts per tree. I have taken it at 80, and 800 as a bandy load, considering the character of the road which is sandy & muddy.

would yield annually over ten thousand bandy loads of coconuts. I was unable to ascertain from the Sea Custom office, the quantity exported from each village, but the ryot referred to and others, informed me, that less than two thirds are exported while fully a third is sent out by land, to Putturcottah and Tanjore Salugs for sale. Say about 3,500 bandies. Coconut leaves are also sold to a large extent, but not much of it is exported. These and palmyras would give not less than 1,200 bandy loads (a large quantity is carried on head loads besides), while jack fruits and sundry articles, would amount to over 1,000 bandy loads. Further the new road will be very useful to pilgrims going to Rameswaram from the Tirupomody and Negapatam Salugs. From Thumbickanellavanthottai, they would naturally turn off by the new

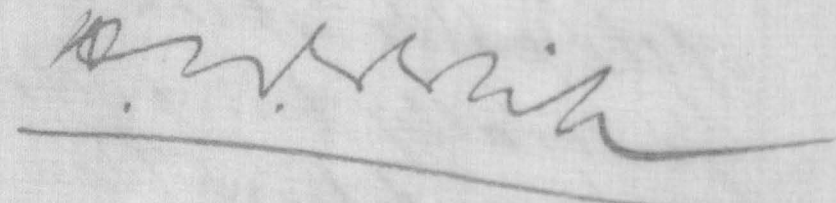
new road, and proceed straight to
Adampattam, over the bridge on
No 15 road, avoiding the Karuani
yar river, which crosses the road
No 24. On the whole I think the
total number of carts that would
pass along this road, cannot be less
than six thousand, while the num-
ber of salt carts will never exceed
4,800 at the outside. The salt Super-
intendent estimates them at only
3,600 a year. On an average about
9 heaps or 90 garces are sold every
month. Of these more than $2\frac{1}{2}$
heaps are conveyed by pack bul-
locks, which take the shortest foot-
path they meet with. About $3\frac{1}{2}$ heaps
go to the adjacent villages, and the
Superintendent thinks that the
remaining three heaps, or 30 garces,
or 300 bandy loads go to Puttucottah
and Tenjore Taluqs every month,
and would take the new line of
road. Even assuming 4 heaps
a month, as the average, the salt
carts which would go by this route,
would

4350
would never exceed 4,800 per annum.
The greater portion of these carts, I
may say about three fourths, do
not come empty, but bring grain
or some other articles, to be dis-
posed of on their way to the Salt
Depots. Many of these bandies again,
take a short cut across fields for
eight months in the year as al-
ready stated, and it is only for
about 4 months that they have
to experience some inconvenience
and make an extra journey in-
volving 3 or 4 hours delay.
5. Regarding road No 60 from
Arandanghi to Munnigudi, putty,
I made enquiries of bandymen
from Puttucottah, the Public Works
Maistry, and others during my stay
at Mirthail (Arasagiri) on the
15th, 16th and 17th. A large proportion
of the carts which come for salt,
generally bring other articles of
consumption from Trichinopoly
for sale at Arandanghi and neigh-
bouring villages of importance.
There

There is also independent trade carried on to some extent between these places, and it is stated that pilgrims proceeding to Rameswaram from Pudukkottai and parts of the Trichinopoly District, take this route as being the nearest. I see no ground therefore for treating this exclusively as a salt work, but if it is decided that a fair proportion of the charge should be contributed from Salt or Imperial Funds, I do not think the Local Fund Board can fairly claim more than half the cost of the repair.

I have &c
Signed of P. Rajaratnam
Deputy Collector.

(True Copy)


Commissioner of Revenue

B. N. Works.

N^o. 4390 W Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 16th Nov. 1878.
Read the following:—

Letter from the District Eng^r Tanjore
N^o 2132 Dated 14th Sept 78
Leo from the Commissioner of Salt Revenue
N^o 1571 - dated 1 Nov. 78

His Grace
the Governor in
Council concurs
with the Commission^{ers}
of Salt Revenue
in opinion
that the roads
in question are
not essential for
salt purposes,
and declines there-
fore to sanction
their execution
from

R. A.

from Imperial
funds. Should
they be required
for the general
purposes of the
District, the Local
Fund Board may
bring them forward
for sanction in
the usual way

9007 WL
12.11.70

4390
15

To the Commr of Salt River
" Supg Engrs 5 Circulars ~~12-11-70~~ Inclusive
Finl. Depart.

Dec 2-12-78

21/10/78
21/10/78
10/10/78
of (1878) Madras.
PUBLIC WORKS.

To

Dated

Issued

Recd.

Encl.

G. O. No. 1688 1878, No. 4390 W

Nos. 2060 207

Road from Bridge on Road
No 15 to Road No 24, Tanjore
Or Declines on the Umak
to Lanchon the present
Construction of a — and
rectory Road No 60 from
Arumthangy to Mooroo.
gudy putty.