M.R.O. 14—10,000—21-4-22.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1923 Press / Mis.

143 144

Dated 9-9-1862

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 9th September 1862.

No. 143. Read the following Proceedings of the Board of Revenue, dated 27th August 1862, No. 5,678 :—

Read the following letter from B. CUNLIFFE, Esq., Collector of Madras, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, Madras, dated Sydapet, 25th July 1862, No. 258.

SIR,

1. As directed in the Board's Orders of yesterday, I proceed to give my views relative to the approaches to the Kotars of Cheyur and Chunampet.

2. It was the intention of the District Engineer to construct two roads to bring these pans into communication with the Trunk Road; one from Chunampet to Alatoor on the road from Merkanam to Tindivanam, the other from Cheyur to Chotpakam on the Trunk Road about seven miles north of Atcheravakam. I understood that the former road was in progress, and that the latter was not commenced.

3. The Cheyur manufacturers were anxious for the road to Chotpakam, as it brought them by the nearest route to the Trunk Road, and bound themselves about two years ago by a written agreement to contribute 500 Rupees towards its construction. When on the Trunk Road, they would proceed to Tindivanam, Gingi, Chengamah, and so into the Salem District, as most of their Salt is carried thither.

4. The Acting District Engineer however is of opinion that the line to Chotpakam is not so advantageous as one from Cheyur to the Trunk Road near Madrantikam.

5. The Cheyur manufacturers and the Salt Department are strongly in favor of the road, shorter by two miles to Chotpakam, and as I supposed that the pan holders were the best judges of their own interests, I advocated the same line, remarking that it should be our aim to put them on the Trunk Road by the shortest way, and the one requiring the least outlay from our restricted funds.

From Acting District Engineer, 22nd July

6. The Acting District Engineer informs me that the nearest route from Cheyur to a good road will be by Chunampet to Alatoor, and leaving seven miles for construction instead of twelve, as proposed to Chotpakam. If the Chunampet pans are abolished as recommended in my letter to the Board of the 12th instant, No. 243, there is no immediate necessity, in my opinion, for either the road from Cheyur to Chotpakam, or from the former place to Madrantikam. They may be postponed until we have more funds, or until we receive 2 per cent. (if we are to have it) of the District revenues for the construction and repair of the District Roads.

7. If Chunampet is to be retained as a Depôt for sale, the road from Cheyur by it to Alatoor will be no outlet for Cheyur Salt, as purchasers will not pass the Chunampet pans for those of Cheyur.

8. In that case, I think that the proposed road from Cheyur to Chotpakam should be carried out, as being in accordance with the wishes of the manufacturers (who however under the recent Orders of Government will not be called upon for the contribution promised), and as being two miles shorter, and saving as much construction, than the road to Madrantikam.

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* Dated 5th November 1861, No. 80.

1. In paragraphs 6 and 7 of his Report* on the Administration of the Salt Department of Madras, submitted to the Board by the Collector with his letter, dated 6th November 1861, No. 383, the Deputy Collector in charge of the Salt Department referred to the state of the approaches to the stores at Cheyur and Chunampet, the two most southern places of manufacture and sale in the District, the object being to connect them with the Great Southern Trunk Road. He described the existing approaches leading from Madrantikum, Sotapakum, and Ongur, all on the Trunk Road, as mere tracts presenting serious obstacles to traffic, but which were being, or were about to be improved, partly from grants from the local fund, and partly from the contributions of the manufacturers. Mr. Smith was disposed to abandon the direct tract from Madrantikum to Cheyur, and open instead a new one to Tavullur

apparently about midway on the track between Sotapakum and Cheyur, as a less expensive arrangement. The Board approved* this alteration, and urged the execution of the work as rapidly as possible from the local fund, expressing their doubt at the same time of the propriety of the manufacturers contributing to the expense.

* Paragraph 6, Board's Proceedings 6th February 1862, No. 820.

2. In their Proceedings of the 2nd June 1862, No. 1,213, (paragraph 6) Government referred the matter of these approaches to the Public Works Department, in order that the early attention of the District Engineer might be directed to their improvement. Captain Moberly went fully into the question in his letter, dated 30th June 1862, No. 430. His plan differed in some respects from that of the Deputy Collector, and was of much wider scope. As to Chunampet itself, he stated that he had the Collector's sanction to complete, from the local funds, a road from that place to Alatur, on the South Arcot road from Tindivanum to Merkanum; while the Zamíndár had commenced lines to Ongur and Sotapakum on the Southern Trunk Road. In respect to Cheyur, he stated that there was no road; that he had intended at first to lay out a line to Sotapakum; but that on further examination of the country, he was of opinion that it would be preferable to carry a road from Cheyur to Madrantikum on the Southern Trunk Road, whence it could be extended to Vandiwash *viâ* Yendatoor. The line by Madrantikum would be two miles longer than that by Sotapakum, but the advantage of it, Captain Moberly stated, would be that it would place two important villages in communication with each other and with Cheyur; that by the Trunk Road, Caroongooly two miles off would be joined to them; that by a further road from Yendatoor, Ootramalloor might be brought into connection; that this connection might be extended to Arnee by a line taken westwards through Tetry; while a road from Chunampet to Cheyur would bring the former place into this net work of communication, and enable one pan to supply the deficiency of the other. This last communication Captain Moberly thought might be better effected by a canal, extended from the one proposed by the Deputy Collector,† for conveying Salt by means of boats to a centrical platform from the Cheyur pans; and his preference of this mode was in furtherance of the South Coast Canal, which he said could thereby be extended to the Alumparvu backwater, so that, if the distance between the Palar and Linga Chetty's Choultry, about twelve miles were cut, Madras would have canal communication very nearly with Pondicherry, and access to a portion of the south which supplies it largely with firewood, cocoanuts, &c. This part of the scheme however is not a matter of the Board's consideration, in connection with the subject immediately under notice.

† Paragraph 8 of his letter, 5th November 1861, No. 80.

3. In paragraph 2 of their Proceedings 17th July 1862, No. 1,727, Public Works Department,‡ Government stated their expectation of a report from the Collector on the subject; and this is furnished in the letter recorded above. Referring to the District Engineer's proposal to give up the direct line from Cheyur to Sotapakum, Mr. Cunliffe states that the manufacturers (the best judges of their own interest) are anxious to have it, as it brings them by the nearest route to the Trunk Road, and that they have bound themselves by a written agreement, made two years ago, to contribute 500 Rupees towards the construction of the line. The District Engineer appears to have since informed the Collector§ that the nearest route from Cheyur to a good road, would be by Chunampet to Alatur, which, as above stated, is situated on the South Arcot Road from Tindevanum to Merkanum; but Mr. Cunliffe remarks that, if the Chunampet pans were to be abolished as recommended by him in another letter, which will form the subject of a separate Report to Government, then neither the road from Cheyur to Sotapakum, nor that from Cheyur to Madrantikum, would be immediately needed, though the Board cannot see what the abolition of the Chunampet pans has to do with the approaches to Cheyur; and that in the event of those pans being retained, the road through it from Cheyur to Alatur would be no outlet for Cheyur Salt, for purchasers would scarcely pass by the Chunampet pans and go on to more distant ones.

‡ Proceedings of Government, Revenue Department, 24th July 1862, No. 1,585.

§ Paragraph 6 of Collector's letter.

4. The Board concur in Mr. Cunliffe's view. The manufacturers are anxious for the direct line from Cheyur to Sotapakum, as evidenced by the fact of their willingness to contribute to its

Proceedings of the Madras Government, Revenue Department, 9th September 1862.

expense, though this is mentioned, not because their money should, in the Board's opinion, be taken, but as an indication of the views of the pan holders themselves in a matter in which they are deeply interested. The line is shorter by two miles than that to Madrantikum, and, as pointed out by the Collector, the Salt traders could proceed thence by the Trunk Road, to Tindevanum. Gingee, Chengamah, and so to the Salem District, whither most of the Salt is said to be carried. Under these circumstances the Board are decidedly of opinion that the line from Cheyur to Sotapakum, which they are led to understand has not even been commenced, should be pushed on at once, leaving the route to Madrantikum, and its collateral advantages as pointed out by the District Engineer, for after consideration when means are available for their accomplishment. The Board understand from paragraph 4 of Captain Moberly's letter of the 30th June already referred to, that the Zamíndár of Chunampet has made arrangements for opening the line to Ongur so that the Chunampet pans also will have immediate access to the Trunk Road, independently of the road in progress to Alatur on the Tindevanum and Merkanum Road, which joins the Trunk Road at Tindevanum.

(A true Copy and Extract.)

(Signed) W. HUDLESTON, *Secretary.*

No. 144. ORDER THEREON, 9th September 1862, No. 1,923.

Referred to the Public Works Department, with reference to paragraph 2 of Government Order in that Department, dated 17th July 1862, No. 1,727.

(Signed) P. P. HUTCHINS,

Acting Deputy Secretary to Government.

road through it from Cheyur to Alatur would be no outlet for Cheyur salt, for purchasers would scarcely pass by the Chunampet pans and go on to more distant ones.

4. The Board concur in Mr. Cunliffe's view. The manufacturers are anxious for the direct line from Cheyur to Sotapakam, as evidenced by the fact of their willingness to contribute to its expense, though this is mentioned, not because their money should, in the Board's opinion, be taken, but as an indication of the views of the pan holders themselves in a matter in which they are deeply interested. The line is shorter by two miles than that to Madrantikum, and, as pointed out by the Collector, the salt traders could proceed thence by the Trunk road, to Tindevanum, Gingee, Chengamah, and so to the Salem District, whither most of the Salt is said to be carried. Under these circumstances the Board are decidedly of opinion that the line from Cheyur to Sotapakum, which they are led to understand has not even been commenced, should be pushed on at once, leaving the route to Madrantikum, and its collateral advantages as pointed out by the District Engineer, for after consideration when means are available for their accomplishment. The Board understand from paragraph 4 of Captain Moberly's letter of the 30th June already referred to, that the Zemindar of Chunampet has made arrangements for opening the line to Ongur, so that the Chunampet pans also will have immediate access to the Trunk road, independently of the road in progress to Alatur on the Tindevanum and Mercanum road, which joins the Trunk road at Tindevanum.

(A true Copy and Extract.)

Secretary.

To Honorable T. Pycroft, Chief Secretary to Government,
with reference to Revenue Proceedings 24th July 1862, No. 1,585.

Copy to B. Cunliffe Esq., Collector of Madras

Exd. J. Wright.

Rev. 1862 No. 1115
24th July — 321-322

Rev. 1862 Department.

Rev. Cont. for Cheyur

No. 7303.

PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 27th August 1862.
Despatched.
Received

No. 5,678.

Submitting a letter from the Collector of Madras, reporting on the subject of the approaches to the Salt Kotars of Cheyur and Chunampet with the Board's remarks thereon.

No. 143 & 144.

No. 1923 of 1862.

Withdrawn order

No. 1923.

Referred to the Public Works Department with reference to para 2 of G.O. in Ctal & Con. dated 17th July 1862. No. 1127.

From Lt. Geo. Gr. 1st Sept. 1862.

21 Copies to the Public Works Dept. Board of Rev.