M.R.O. 14—13,000—27-9-24.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 2225 Press ~~Mis.~~

123-124

Dated 8-12-~~19~~1863

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 8th December 1863.

No. 123. Read the following Proceedings of the Madras Government in the Public Works Department :—

Referring for consideration letter from the Superintending Engineer, 8th Division, regarding the conveyance of Salt from different Pans by sea to a central platform at Tondy. } (Here enter 30th November 1863, No. 3,517.)

No. 124. ORDER THEREON, 8th December 1863, No. 2,225.

The Government consider Captain Moberly's proposal to concentrate the sales of Salt in the Madura District at Tondy, or any single station, wholly out of the question. Captain Moberly should be instructed to send in Estimates for the repair of the Salt roads at once.

(True Extract.)

(Signed) C. G. MASTER,

Deputy Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 3,517.
„ Department Public Works.

Exd. S. T. Augustin.

No. 719. Read the following letter from Captain F. J. MOBERLY, R. E., Superintending Engineer, 8th Division, to Colonel C. A. ORR, R. E., Secretary to Government, Public Works Department, dated Madura, 17th September 1863, No. 669 :—

SIR,

4 Statements.
1 Sketch
Vide Government Order No. 2,073, dated 27th July 1863.
* Sent by bangby.

1. I have the honor to forward a sketch* map and statements showing the roads which it is proposed to make and maintain from Government, and from Local Funds respectively, the bandy tax, it is calculated will produce in Madura Rupees 50,000, in Tinnevelly Rupees 46,000 per annum.

2. The principle on which I have acted in drawing up this sketch, is that the Government should make certain lines, &c., of general communication, and the Local Funds should pay for feeders to them, the Salt roads, which produce an actual return to the revenue, to come into the Government list.

3. In this the Collectors of Madura and Tinnevelly have agreed with me, but the former differs in the details, I therefore enclose a sketch showing what I propose and leave the matter for Government to decide.

4. I must premise that there is not, except the main line from Trichinopoly which was completed last year, a single finished road in the Madura District, pieces here and there have been made more or less good, but the standard of a road appears to be very low; in the Zemindaries the soil is black cotton, and near the coast, sand; and the cost of making a good road is very great.

5. Up to this time Estimates have been sent in, and partly sanctioned for the so-called making of roads from Madura to Ramnad, and to Tondy by Shevagunga, and from Dindigul by Cuttamputty, and Trippatore to Vuttanum near Tondy, all Salt roads and all in places very near one another.

6. I propose to give up two of these roads; but to make thoroughly good a main line from Madura to Tondy and Vuttanum if necessary, and a branch from Shevagunga to Ramnad avoiding the near neighbourhood of the river, which the direct road crosses twice.

7. Mr. Levinge objects to the abandonment of the direct road, on the ground that it is a postal line, and one along which treasure is sent to the coast, also that along it are important Police Stations, and two Moonsiffs' Courts. To the first two objections I would reply that the post and the treasure will only have to go four miles further by Shevagunga, than they now do, and that for the Police and attendants at the Court a 2nd Class District Road will amply suffice.

8. Mr. Levinge observes that the road by Trippatore and Cottamputty is a valuable Salt road. I cannot find that it is so locally; and as regards the supply to Coimbatore, Salem, &c., the traffic may just as conveniently go by Madura and Ammanaickanore. If it is necessary to go to Trippatore the line should, in my opinion, be taken from Teruvampett on the main road and so avoid the expensive portion near the coast.

9. There are also minor District roads running parallel and adjacent to one another, which, for this reason, I consider unnecessary; of course if funds are abundant, they may be made after the other lines are finished.

10. The system which I propose to work upon as regards District roads, is to lay by from the funds the amount required immediately for the maintenance of completed roads, and to expend the balance in making a new road or portion of one. Each year the maintenance allowance will be increased by further allotments for the portions completed in the previous year, and the balance available for new work will diminish, unless the produce of the tax increases.

11. There is in my list a coast road, entered because I receive an annual maintenance allowance of Rupees 2,000 for 86 miles, which do not exist and cannot be made except at an enormous cost. In my new scheme I do not propose to keep this up. The allowance is now spent in sanding a few places to enable the bandies to get from the Salt platforms.

12. I beg to submit, for the consideration of Government, the advisability of investigating the possibility of conveying Salt from the different pans by sea to a central platform at Tondy. I presume it is impossible to collect all the pans into one place, or that would be the simplest arrangement.

13. A road, from all I can hear, cannot be made and maintained at any moderate cost; if the transport by sea cannot be effected, it may be advisable to make a small channel connecting the pans which extend 16 miles north and south with the central platform at Tondy. I believe that experience in Madras has shown that the cost of such works is repaid in the increased sale of Salt not to mention the diminished cost of superintendence and risk of fraud.

14. The amounts entered as necessary for construction of roads are not drawn up from any Estimates, these must be prepared for each work separately and sanctioned.

No. 720. ORDER THEREON, 30th November 1863, No. 3,517.

1. This report is far from being clear. Nothing is stated as to why two sketch maps of the roads in the Madura District are submitted, and the maps themselves do not even contain a title, although the Rules in Chapter VI of the Code are very explicit on this head. The Government infers, however, that the larger map is designed to show the direction of existing roads or those which the Collector advocates being made and maintained, and the smaller to illustrate the proposals of the Superintending Engineer and the points on which he is at variance with the Collector. In paragraph 6 the Superintending Engineer proposes to abandon two roads, but the Government is left to discover what roads are referred to. As far as Captain Moberly can be understood, he seems to propose to abandon the direct line from Madura to Ramnad, and to effect a junction with the latter place by a branch from Shevagunga, on the road from Madura to Tondy. This last mentioned line, on which operations have been in progress, he proposes to make a "thoroughly good" road. The object of the deviation is to avoid proximity to the river, which the direct road crosses in two places. The Government does not consider this objection sufficient to counterbalance the advantages of the direct route pointed out by the Collector and specifically referred to in paragraph 7, and it would appear that the construction of only a very few miles of road would be saved by the adoption of one line in preference to the other. No information is furnished as to whether there will be any saving of cost by the deviation. It is observed that Captain Moberly proposes to maintain the direct route as a 2nd Class District Road.

2. Paragraph 8 will be referred to the Board of Revenue, in view to the importance of the road referred to as a Salt line being enquired into and reported upon.

3. Paragraphs 12 to 14 will be referred to the Revenue Department for consideration.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

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

Exd. S. T. Augustin.

Revenue Department

No: 2225.

Proceedings of the Madras Government

Under date the 8th December 1863

Read the following Proceedings of the Madras Govt:

in the Public Works Department.

Referring for consideration
letter from the Superintending Engr
8th Division regarding the conveyance of salt from different
Parts by sea to a central platform
at Sowdy.

(Here enter 30th Nov: 1863 No 2351)

The Government consider Captain McCarty's proposal to conciliate the sales of salt in the Madura District at Sowdy or any single station would lessen the question of the Captain Mollesby should be instructed to send in estimates for the roads in the Madura District to render its sales as nearly as possible

1 — Print as many Copies as may be required for the Boards Office.

2 — Print as many Copies as may be required for the Boards Office.

Rec'd 1863 Sept.
Pro: of Govt for Decr
No. 2927.

Proceedings of the Madras Govt in the P.W. Department
Dated 30th Nov 1863
Received 2nd Dec 1863
No 2927.

In Council

Referring for consideration letter from the Superintending Engr 8th Division regarding the conveyance of salt from different Parts by sea to a central platform at Sowdy.

For Orders.

A glance at the enclosed map will I think convince Govt that the proposal to concentrate sales in Madura & Sowdy or any single station is ably out of the question. The sales of Madura are 5½ lacs Rs. & Govt do not afford reasonable facilities to the people to get salt near home, wholesale seemingly will not be & rationally enough. I think Capt Mackay should be told to send in estimates for the roads at once.

The Road mentioned in para 8 seems to me clearly necessary but the question has gone to the Board.

L Dl

No 123.

Rec'd Dec 7 1863

Revenue 1862 Dept.
Pro: of Govt for December

No 2225.

Pro: of the Madras Govt.
Dy 8th Decr 1863.

Pro: of the Board of R.
Dy 11 December 63 No 3044.

The Superintending Engineer 8th Division instructed to send in estimates for the repair of Salt roads in Madura.

No 123 & 124.