M.R.O. 14—13,000—27-9-24.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 2323 Press ~~Mis.~~

316. 317

Dated 18—12—~~19~~ 1863

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 18th December 1863.

No. 316. Read the following Proceedings of the Board of Revenue, dated 11th December 1863 :—

Read the following letter from V. H. LEVINGE, Esq., Collector of Madura, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, Madras, dated Madura, 7th November 1863, No. 263.

SIR,

1. With reference to paragraph 5 of the Proceedings of the Board, No. 6,348, dated the 6th October, I have the honor to report that at present and till the question of what Salt roads are to be made is settled, it is useless for me to call upon the Superintending Engineer to prepare any Estimates for Salt roads.

2. I send for the information of the Board, copy of a letter which the Superintending Engineer has written to Government on the subject of Madura roads including Salt lines.

3. Captain Moberly is new to the District, and has no knowledge whatever of the requirement of the District in view to transport of Salt ; his suggestions are novel, and opposed to the views of his and my predecessors in office, and he proposes to start his Salt Road into the interior from a point (Tondy) where no Salt is made.

4. I send a Map which shows the names of the different Salt Pans, and the main roads from thence into the interior.

5. The road from Vattanam by Devakotta, Tirpattur, and Nattam to Dindigul has always been considered an important line ; this line Captain Moberly proposes to give up ; it has been partially made ; the sale of Salt at the Vattanam and neighbouring Pans averages Rupees 1,07,795 per annum ; this Salt is taken along the above road for sale in the lower parts of the Poodukotta and Trichinopoly Districts, the upper parts of the Shivaganga country and the Nattam country, and is sent into Dindigul, Pulny and Coimbatore Districts. As far as Dindigul, Pulny and Coimbatore are concerned, it is not very material whether the Vattanam Salt reaches those places viâ Captain Moberly's road viâ Madura, or by the direct road by Tirpattur and Nattam, but the road by Madura would be 25 miles longer than the abovementioned direct road.

6. I am strongly of opinion the direct road should be maintained and improved ; if not, sea Salt will be displaced in Poodukotta by their abominable earth Salt, which also will be brought into our District to the detriment of our revenue.

7. Captain Moberly also wants to give up the direct road between Madura and Ramnad, and prefers a line from Madura to Shivaganga and then by Ninar Covil to Ramnad, which, he says, is only 4 miles longer than the direct road between Madura and Ramnad. I believe it to be more circuitous than represented. I have been along the line myself, and am convinced it would be an exceedingly expensive line to make to Ramnad ; the country is a net work of Tanks and Nunjah land and all alluvial soil.

8. And after it was made, it never could be as useful as the direct road to Ramnad, which has been bridged in many places. Captain Moberly's line would pass through no large or important places, whilst the direct road passes along the bank of the Vigai river, which is the most populous and wealthy part of the District ; one of the towns it passes, Permagudy, is next to Madura and Aruppucottai, the largest and richest, and for the cloth trade the most important town in the District.

9. The road between Tondy and Shivaganga is of no very great importance compared to the Ramnad road. Tondy is the second of my sea-ports ; its revenue is only 3,265 Rupees, and the value of its trade is 45,606 Rupees. South of Tondy there are two Salt Pans ; they sell yearly 2,28,995 Rupees of Salt ; a road is required from Vyravanadapatam into the Madura road, either at Permagoody or Manamadura. I admit this would be a costly road to make good.

10. The Attankarai and Morekolam Salt naturally comes into Ramnad and passes into the interior along the road on the south bank of the Vigai ; a road taken from Ramnad to Shivaganga viâ Ninar Covil, would be no great aid to the transport of this Salt.

Proceedings of the Madras Government, Revenue Department, 18th December 1863.

11. Keelakarrai, close to Morekolam, is my largest sea port; its revenue is 25,326 Rupees per annum, and the value of its trade 6,23,571, most of the merchandize coming to it, gets into the interior at a point about seven miles west of Ramnad on the direct Madura road, south of the Vigai; the northern line recommended by Captain Moberly would little benefit this trade.

12. There is no difference between me and Captain Moberly about the road from Mookuragoonadapatam Salt Pan into the interior, but two bridges are urgently required near that pan.

13. The Salt Deputy Collector reports that if a back-water or inlet of the sea at Morekolam Salt Pan was deepened, it is likely an export trade in Salt would be developed. The above subjects have heen brought to the notice of the Superintending Engineer.

1. Ordered that the above letter be submitted for the information of Government, with reference to their Proceedings, dated 30th November 1863, No. 3,517, Public Works Department, and 8th December 1863, No. 2,225. Revenue Department.

2. The Board are in favor of concentration of salt works and depôts as far as is consistent with facility of supply and sufficiency of production, without holding out encouragement to illicit manufacture, but Captain Moberly's suggestions go far beyond what is practicable or desirable.

3. The extension of the Great Southern India Railway may eventually affect the question, but there can be no doubt that at present, and for some time to come, the repair and maintenance of the road in question is and will be highly desirable on many accounts in a revenue and commercial point of view.

No. 317.

ORDER THEREON, 18th December 1863, No. 2,323.

1. The Government consider the Collector's report conclusive as to the importance of the present roads from Vattanam to Dindigul and Ramnad to Madurá. Both must be retained and measures adopted (as already directed in general terms) for their early repair.

G. O. 8th instant, No. 2,225.

2. Estimates should also be prepared for the road from Vyravanathapatam into the Ramnad line, and the suggestion as to the back-water at Morecolum investigated.

(True Extract.)

(Signed) J. D. SIM,
Secretary to Government.

To the Board of Revenue.
,, Department Public Works.

Exp. S. T. Augustin.

For Orders

The Collr's report leaves the conclusive as to the importance of the present roads from Vattanam to Dindigul & Ramnad to Madura - Both should I think be retained & Measures adopted (as already directed in general terms) for their early repair.

G.O. 8th inst.

Estimates should also be prepared for the road from Vyravanathapatam into the Ramnad line & the suggestion as to the back water at Morecolum investigated.

J. D. S.

11. Keelakarrai, close to Morekolam, is my largest sea port; its revenue is

Pro. 8th December/63 A 123-124
No. 2459/63.

1863 Rev. Dept.
Pro. of Govt. Fort St. Geo.
No. 3044.

Proceedings of the
Board of Revenue

Dated 11th
Dept. 12 } Dec. 1863.
Rec. 12

C. I. Mad. Pap
Pr.

S. O No. 2323. 18 Dec.

Submitting with
Remarks a letter from
the Collector of Madura
on the subject of what
Salt Roads are to
be made.

No. 316.

14 Dec/63 R 15th

Exp. S. T. Augustin.

4

Rev. Dept.

No. 2323.

Proceedings of the Madras Government
Under date the 18th December 1863.

Read the following Proc.
of the Board of Revenue.

Submitting with
Remarks a letter from the
Collector of Madura on the
subject of what Salt Roads are
to be made.

(Here enter 11th December 1863)

The Government
consider the Collector's re-
port conclusive as to the
importance of the present
roads from Vattanam to
Dindigul and Paumiad
to Madura - Both must
be retained and measures
adopted (as already directed
in general terms) for their
early repair.

2 Estimates should
be prepared

G. O 8th Dec. No. 2225.

road from Vyravanatha-
-patam into the Plan road
line, and the suggestion as
to the backwaters at Mercara
investigated.—

JN

11 Capt. Lottie B.C. & Revd. with a Ref. Dr. 7th
19th

21 — D. M. Castle

Revenue 1862 Dept
Pro: of Govt for Dear

No. 2323.

Pro: of the Madras Govt.
Dt/18th Decr/62.

Pro: Board of Revr
submitting a letter from
the Collector of Madura
on the necessity that
exist for salt roads
in his District, with
orders thereon.

No. 316 & 317.