

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	1109	Press
	446.447	Mis.
Dated	26 - 5 - 1865.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
26th May 1865.*

No. 446. Read the following Proceedings of the Board of Revenue, dated, 10th May 1865, No. 2,360.

Read the following letters:—

From Ganjam,	dated 24th December 1864,	No. 281.
„ Vizagapatam,	„ 19th March „	„ 122.
„ Godavery District,	„ 31st „	„ 78.
„ Kistna District,	„ 15th September „	„ 200.
„ Nellore,	„ 9th January 1865,	„ 5.
„ Madras,	„ 6th July 1864,	„ 305.
„ South Arcot,	„ 24th August „	„ 158.
„ Tanjore,	„ 3rd „	„ 260.
„ Madura,	„ 15th „	„ 218.
„ Tinnevelly,	„ 9th June „	„ 221.
„ South Canara,	„ 10th February 1865,	„ 19.
„ Malabar,	„ 27th June 1864,	„ 149.

1. Resolved that the foregoing letters, being the replies to the Board's Miscellaneous Circular, dated 1st February 1864, be submitted to Government for information, with reference to the Order of Government, dated 21st January 1864, No. 126.

2. It will be observed that in Ganjam it is still proposed to leave all roads under the charge of the Department Public Works, whether short branch roads to salt pans or others. In all the other East Coast Districts, with the exception of the Madras and Tinnevelly Districts, both the Collector and Superintending Engineer agree in considering it advisable to leave all short branch salt roads, when completed, under the charge of the Salt Deputy Collectors who will provide for their being kept in repair, though the charge on that account will be an Imperial one, and debitable against the Department Public Works Budget.

3. In the Madras District there is only one line of the description referred to. This line connects the salt pans at Chunambat with those of Mercanum. The former pans have been excluded from the charge of the Salt Deputy Collector of Madras, and transferred to the South Arcot District; it remains, therefore, for Mr. Reade to determine, in consultation with the Superintending Engineer, whether it is advisable to leave this road under the charge of the Department Public Works, or to transfer it to the care of his Deputy Collector.

4. In Tinnevelly, the late Collector differed from the Superintending Engineer as to the construction to be placed upon the Government Order, but it will be observed that Mr. Clarke's recent tour in the Southern Districts has materially affected the question of branch salt roads. If the reductions which he has recommended in the number of places of manufacture and sale be adopted, a large number of the existing and proposed salt roads will be unnecessary. It is, therefore, advisable that the several Collectors of South Arcot, Tanjore, Madura, and Tinnevelly, should submit a revised report on the subject, as soon as the orders of Government have been passed on Mr. Clarke's proposals. This course has already been directed in the cases of South Arcot and Madura.

5. The Board have under consideration the propriety of making some reduction in the very large number of places of manufacture and sale at present in existence in the Nellore District, and have requested the Collector to submit a report on the subject. Mr. Dykes will, therefore, be good enough to submit a revised list of salt roads with reference to any reductions which may eventually be decided upon.

6. The Board share the objections made by the Collector of Vizagapatam to any joint responsibility between the two Departments, and they request that orders may be issued in the Department Public Works, making it clearly understood that when once a salt road is handed over, properly and completely constructed, and in good order, to the Salt Department, the Public Works Department will have

*Proceedings of the Madras Government, Revenue Department,
26th May 1865.*

nothing whatever to do with the disposal of the maintenance allowance, and that this allowance will be expended solely under the orders of the Deputy Collector in charge of Salt.

No. 447. ORDER THEREON, 26th May 1865, No. 1,109.

Miscellaneous.

1. The Government observe that most of the Collectors' replies, submitted by the Board with the above Proceedings, have been already disposed of by Government as submitted separately, and that further information has been called for in several of the remaining cases.

2. The Government consider that the employment of the available maintenance funds for short salt roads may be with advantage left to the Deputy Collector, Salt Department, in every case in which the Collector and Superintending Engineer are agreed as to the expediency of this arrangement.

3. The Collector will be responsible for seeing that his Deputy properly discharges the duty entrusted to him, and the Superintending Engineer will bring to the Collector's notice any case in which he sees cause to think that money has been disadvantageously employed, and any suggestions that may occur to him for improvement of the local system.

4. The account of expenditure will be kept according to the established rules in the Department Public Works.

5. Beyond this, the Government see no necessity for the Department Public Works to interfere in the matter after charge of a road has once been transferred; and in fact more direct interference would in great measure neutralize the intention of the arrangement, viz., to relieve the Department Public Works, and to leave the work to the authority on the spot who is most immediately interested in the condition of the roads, and can most speedily, effectively, and economically arrange for the execution of trifling repairs.

(True Extract.)

(Signed) W. HUDLESTON,

Acting Secretary to Government.

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

Exd. S. T. Augustin.

MISCELLANEOUS CIRCULAR, No. VIII.

Board No. 678.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 1st February 1864.

Read the following:—

REVENUE DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT:

Read the following Proceedings of the Board of Revenue, dated 6th October 1863, No. 6,318:—
Read the following replies to the Board's Miscellaneous Circular, dated 11th February 1863,

No. 813.		in Cons. 16th March 1863, No. 41.	
No. 1,606,	From Ganjam, dated 7th,	do. 26th do.	" 113.
" 1,830	" Vizagapatam, dated 18th	do. 16th do.	" 47.
" 1,611	" Godavery District, do. 11th	do. 29th June 1863,	" 137.
" 4,062	" Kistna do. do. 24th	do. 28th August do.	" 271.
" 5,590	" Nellore, dated 24th	do. 21st February do.	" 62.
" 1,077	" Madras do. 19th	do. 8th April do.	" 111.
" 2,021	" do. do. 1st	do. 2nd March do.	" 54.
" 1,244	" South Arcot, do. 26th February	do. 2nd do. do.	" 73.
" 1,253	" Tanjore, do. 25th do.	do. 8th April do.	" 64.
" 2,108	" Madras, do. 31st March	do. 1st do. do.	" 126.
" 1,959	" Tinnevely, do. 26th do.	do. 19th March do.	" 32.
" 1,659	" South Canara do. 11th	do. 21st February do.	" 27.
" 1,076	" Malabar do. 17th		
" 2,814	" Acting Superintending Engineer, dated 9th March, in Cons. 11th May 1863, No. 122.		

1. Resolved that the above recorded letters be submitted for the orders of the Governor.

in Council.

2. These letters are in reply to a Circular Order from the Board, calling upon the Collectors of Coast Districts to report upon the state of the branch roads leading to the Salt pans, and to state their opinion as to the expediency of transferring the charge of these roads from the Department Public Works to the Deputy Collectors in charge of the Salt Department.

3. The Board regret to bring to the notice of Government that the roads in question, with scarcely an exception, are described to be in a very unsatisfactory condition. The Collector of Ganjam is averse to these roads being transferred to the superintendence of the Deputy Collector, as the District Engineer is of opinion that the change will not be beneficial. The Collectors of all the other Districts concerned, and the late District Engineer of Tanjore, who it seems is the only other Officer belonging to the Department Public Works who has been consulted, are decidedly in favor of placing these short lines of communication under the charge of the Deputy Collectors as soon as the roads have been properly constructed.

4. The Board have already brought to the notice of Government that all the works connected with the Salt Department are important, in a fiscal point of view, and a separate Budget for such works has been sanctioned. The

G. O. 10th September 1863, No. 1,675.
execution of repairs to the Salt platforms, and of petty repair to the buildings, has also been entrusted to the Deputy Collectors. The Board have therefore no hesitation in recommending that the same Officers should undertake the maintenance and repair of the short branch Salt roads.

5. The Collectors of all Salt Districts are requested to be specially careful in the preparation of the Budget before referred to, and to include in it the estimated cost of construction of all Salt roads already sanctioned, as well as a maintenance allowance for those roads which are now in existence.

6. The Collectors of those Districts where many such roads have yet to be made, should at once have the necessary Estimates prepared, in order that the requisite sanction may be obtained; and the Collectors of those Districts for which Estimates have been approved, but have not yet been sanctioned, should take an early opportunity of again bringing such cases to the notice of the Board, in view to their being speedily disposed of.

Nellore. Tinnevely.
Tanjore. Madura.

ORDER THEREON, 21st January 1864, No. 126.

1. The papers submitted by the Board show that the same rule cannot be applied to all Districts.

2. In Ganjam, the Collector and Engineer agree that the short branch lines from the Salt stations to the adjacent main lines of road can be efficiently maintained by the Public Works Department. Wherever this is the case duties of an Engineering character will be left to the Professional Department.

3. The Collectors however are generally in favor of the transfer of these short lines to their charge, on the ground that the Officers of the Salt Department are most interested in the proper maintenance of these, are best acquainted with their actual condition, and have peculiar advantages in the command of labor, &c., while *pro tanto* the transfer would be a relief to the Public Works Department.

4. There is much weight in these arguments, but except in two instances the Collectors do not appear to have consulted the District Engineers.

5. The Government consider that the best course is for the Collector of each District to confer with the Superintending Engineer of the Division, and submit through the Board of Revenue a list of the roads which in their mutual opinion had better be entrusted to the Salt Department, with a Memorandum of the maintenance allowance necessary for each.

6. The replies of the Collectors to the Board's Circular will be communicated to the Department Public Works, whose attention will be drawn to the statement of the Collector of Tinnevely that several of the roads are so narrow that two carts cannot pass each other.

(True Extract.)

(Signed) J. D. SIM,

Secretary to Government.

Communicated to all the Collectors concerned for report on paragraph 5, after consultation with the Superintending Engineer.

(True Extracts.)

(Signed) W. HUDLESTON,

Secretary.

(True Copy.)

(Signed) H. M. C. KELLY,

Acting First Assistant.

To All Collectors of Coast Districts.

Exd. J. Wright.

Requesting Collectors to confer with Superintending Engineers and submit a list of the roads which should be entrusted to the Salt Department with a Memorandum of the maintenance allowance necessary for each.

Board No. 678.

Dated 1st February 1864.
Received

To All Collectors of Coast Districts.

PROCEEDINGS OF THE BOARD OF REVENUE.

MISCELLANEOUS CIRCULAR, No. VIII.

From E. B. FOORD, Esq., Acting Collector of Ganjam, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Chatterpur, 24th December 1864, No. 281.

1. With reference to the Official Memorandum of the Sub-Secretary to the Board of Revenue, No. 1,036, dated 13th December 1864, referring to Board's Circular of the 1st February 1864, No. 678, calling for a list of the roads which should be entrusted to the Salt Department, I have the honor to inform you that under an apprehension that the Board's Order, No. 678, did not apply to this District, no list was forwarded.

2. The Superintending Engineer was, however, consulted on the subject on the 5th July last, and a copy of his reply received on the 13th idem is herewith annexed.

From Lieutenant-Colonel CHAMBERS, R. E., Superintending Engineer, 1st Division, to G. S. FORBES, Esq., Collector of Ganjam, dated Waltair, 8th July 1864, No. 549:—

1. With reference to your letter marginally noted, and to its enclosure herewith returned, I beg to state that it appears to me unnecessary

No. 85 of 5th July 1864.
Proceedings, Board of Revenue, No. 678 of 1st February 1864.
that we should confer on the subject of what roads in your Collectorate should be entrusted to the Salt Department, inasmuch as we are of opinion that in Ganjam the short branch roads leading to pans and platforms can be efficiently maintained by this Department.

2. It would appear as if the Order of Government referred to other Collectorates and not to Ganjam, where Government* desire that the existing arrangements regarding the repair of the short lines in question should stand good.

* Paragraph 1 of Order, No. 126 of 1st January 1864.

(True Copy.)

(Signed) E. B. FOORD,
Acting Collector.

Exd. R. H. Lee.

Consider

From the Collector of Vizagapatam, dated 19th March 1864, No. 122.

1. I have the honor to acknowledge the receipt of the Board's Miscellaneous Circular, No. VIII, dated 1st February 1864, calling for

Requesting Collectors to confer with Superintending Engineers and submit a list of the roads which should be entrusted to the Salt Department with a "Memorandum" of the maintenance allowance necessary for each.

report, after consulting with the Superintending Engineer, about the Salt roads which had better be entrusted to the Salt Department.

2. There has always been but one salt road, properly so called, in existence in the whole District of about two miles in extent. This too has been, for some years past, so much neglected that it was entirely out of order, and is being at present put in repair by the Engineering Department with my sanction out of the discretionary allowance. Three* other roads sanctioned some years ago, are still under construction. These

* Karasa to Gopalpatnam.
Karasa to Gazuwaka.
Gazuwaka to Nellimuku.

and the first road, when completed, I have proposed should be transferred to the Salt Department.

3. The Superintending Engineer has expressed his concurrence in the above proposal with the following qualification:—"I think that with regard to these repairs the Salt Department should in some measure be under professional control, and not allowed to spend the allotments made for the repairs in question exactly as may seem good to the Maistry by whom they would be superintended."

4. He proposes to give effect to the above as follows:—"I would suggest that at the beginning of each official year, the Salt Deputy Collector should go over each road to be repaired with the Executive officer in whose range the road lies, and receive instructions as to the nature of the repairs to be carried out; the latter officer, on the repair allowance being expended, should go over the road again, and report whether it had been mended according to his suggestions, and whether in his opinion the work done was done satisfactorily."

5. The salt lines however are generally so small that want of professional advice cannot, in my opinion, be considered a great loss; on the contrary some evil may be expected to result from two departments engaging in the execution of the same work.

6. With regard to the maintenance allowance, Colonel Chambers says, "I think that 100 Rupees a mile will be about the correct amount to ask for the four lines above enumerated. Should this prove insufficient, which may well occur in the Gazuwaka, Karasa, and Karasa and Vizagapatam lines, an increase allowance may then be applied for."

Exd. J. Wright.

From the Collector of the Godavery District, dated Cocanada, 31st March 1864, No. 78.

1. With reference to paragraph 5 of the Order of Government, No. 126, dated 21st January last, communicated with the Board's Miscellaneous Circular, No. VIII of the 1st ultimo, I have the honor to state that the Superintending Engineer 1st Division informs me in his letter of the 12th instant, No. 2,313, that there is only one road in this District which should be handed over to the Salt Department and kept in repair by it. This road lies between Karapa (the Head Quarters of the Salt Division) and Cocanada, of which a small portion of a mile and a half long is proposed to be entrusted to the Salt Department with a maintenance allowance of Rupees 150 a year.

2. The road in question was formed very recently, and is not metalled yet, and it can therefore hardly be called "properly constructed." The Superintending Engineer has been requested to have it completed as soon as practicable in view to the portion of it alluded to being placed under the charge of the Salt Department.

Exd. J. Wright.

From G. THORNHILL, Esq., Collector of the Kistna District, to W. HUDLESTON, Esq.,
Secretary to the Board of Revenue, dated Masulipatam, 15th September 1864, No. 200 :—

1. With reference to the Board's Miscellaneous Circular, No. VII, Board No. 1,678, 1st February 1864, I have the honor to forward, herewith, a list of all the salt roads within the divisions of Mangalapudi, Nizampatam, and Chinna Ganjam, the maintenance and repair of which can be conveniently undertaken by the Deputy Collector in charge of the Salt Department.

2. At Bantumilli there are no made roads. I enclose a separate list of the roads recommended by Mr. Marjoribanks, and which are needed to complete the communications at this Kotar, and if they are constructed, in the first instance, by the Department of Public Works, the Deputy Collector can undertake their maintenance afterwards.

3. The Salt Superintendent roughly estimates for these roads the sum of Rupees 5,700 for construction, and Rupees 500 for maintenance annually not including masonry drains, but the Engineer Department can best judge the probable amount that may be required on this account.

4. I must add that the soil is most unfavorable for road-making. It is generally sandy, and the only material available is the soft kunker which underlies the swamps.

ENCLOSURE No. 1.

STATEMENT showing the Salt Roads which it will be desirable to construct within the Buntumily Salt Division.

Description of the Salt roads.	Length of the roads.	Probable amount required for construction.	Probable amount required annually for maintenance.
	Yards.	Rupees.	Rupees.
Road from the Division Cutcherry to Yendapilly Platform No. 2	7,260	2,200	200
Do. from the Tank on the west of Yendapilly village to the Platform of Gunnapurrah ...	1,120	300	
Do. from the Division Cutcherry to the proposed new Platform of Kotampurrah, via China Pandraka village	4,860	1,300	300
Do. from the said new Platform to the proposed new Platform at Barrankoopaya	1,060	300	
Do. from China Pandraka to the Platform of Lavilapilly	2,940	750	
Do. from the lower dam of Lavilapilly swamp to the Platform of Kottapurra	2,600	850	
Total	19,840	5,700	500

MASULIPATAM,
15th September 1864.

(Signed) G. THORNHILL,
Collector.

ENCLOSURE No. 2.

List of roads in the Salt Divisions of the Kistna District, their length, and the probable amount required annually for their maintenance.

Description of the roads.	Length of the roads.	Probable amount required to make roads newly proposed.	Probable amount required annually to keep them in order.	Remarks.
	Yards.	RS. A. P.	RS. A. P.	
<i>Manginapudi Division.</i>				
Road from near the Regimental lines to Manginapudy Kotar ...	6,666	200 0 0	100 0 0	A sum of Rupees 335-3-11 has been spent in forming this line and for planting avenue trees, but as it has been found insufficient, a further sum of Rupees 200 is required to put it in order.
Branch road to Platform No. 1, on the east side	187		10 0 0	
Proposed do. on the west side*...	170	50 0 0	10 0 0	
Branch road to Platform No. 2.†	297	200 0 0	50 0 0	
Road from Platform No. 1 to Platform No. 2... ..	759		40 0 0	
Total... ..	8,079	450 0 0	210 0 0	
<i>Nizampatam Division.</i>				
Bridge road from the village leading to No. 3 Platform ...	1,300		100 0 0	It is proposed to make these three roads for the convenience of the salt traders.
Proposed new road from Platform No. 3 to Platform No. 2... ..	500	100 0 0	30 0 0	
Proposed new road branching from the bridge road at pans of Perali Narsigadu to the north of No. 3 Platform	140	35 0 0	10 0 0	
Proposed new road from near the Bridge to Platform No. 1. ...	760	150 0 0	50 0 0	
Road from Platform No. 1 to the jetty	150		10 0 0	
Total... ..	2,850	285 0 0	200 0 0	
<i>Chinna Ganjam Division.</i>				
Road from the division Cutcherry to the Bungalow	312		20 0 0	
Road from the said Bungalow to join the road leading to Platform No. 7	264		20 0 0	
Do. from Platform No. 7 to Platform No. 11	324		20 0 0	
Do. from Platform No. 11 to do. No. 13	283		20 0 0	
Do. from Platform No. 11 to do. No. 12	200		15 0 0	
Do. from amidst the pans under Platforms Nos. 11 and 12 to Platform No. 15	632		25 0 0	
Total	2,020		120 0 0	
Grand Total...	12,945	735 0 0	530 0 0	

* This is a very sandy piece, and a road over it is necessary.
† This road lies through the swamp, and requires to be well raised.

MASULIPATAM,
15th September 1864.

(Signed) G. THORNHILL,
Collector.

Exd. J. Wright

*Proceedings of the Madras Government, Public Works Department,
5th November 1864.*

No. 131. Read the following Proceedings of the Board of Revenue, dated 26th October 1864, No. 7,048.

Read the following letter from G. THORNHILL, Esq., Collector of the Kistna District, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated 15th September 1864, No. 200:—

ABSTRACT.—Submitting certain information regarding the roads in the salt divisions of the District, and the maintenance and repair of the same.

Submitted to Government through the Secretary in the Department Public Works. The Board are of opinion that the maintenance of the branch lines in question may be left to the Salt Department. The construction of the roads at Bantumilly should, as the Collector observes, be left to the professional department. The maintenance allowances proposed appear somewhat high.

(A true Extract.)

(Signed) R. A. DALYELL, Sub-Secretary.

No. 132. ORDER THEREON, 5th November 1864, No. 3,195.

1. The question of the transfer of the charge of the branch salt roads referred to, from the Public Works Department to the Deputy Collector, will be considered in the Revenue Department, as their maintenance and repair are provided for from the District Road Fund.

2. The Superintending Engineer, 2nd Division, will prepare and submit estimates for the construction and maintenance of the proposed salt roads in the Bantumilly Salt Division.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

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

Exd. S. T. Augustin.

No. 7,313.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 8th November 1864.
Read the following Proceedings of the Madras Government, dated 5th November 1864, No. 3,195,
Public Works Department:—

ABSTRACT.—Referring to the Revenue Department the question of the transfer of the charge of branch salt roads in the Kistna District to Salt Deputy Collector, and directing Superintending Engineer, 2nd Division, to submit Estimates for construction and maintenance of roads in Bantumilly Salt Division.

Communicated to the Collector.

(A true Extract.)

(Signed) W. HUDLESTON,
Secretary.

To G. Thornhill, Esq., Collector of the Kistna District.

Exd: J. Wright.

*Proceedings of the Madras Government, Revenue Department,
16th December 1864.*

No. 161. Read the following Proceedings of the Madras Government in the Public Works Department:—

Referring, for consideration in the Revenue Department, a question submitted by the Collector of Kistna District, relating to the transfer of the charge of the branch Salt roads from the Department Public Works to the Salt Deputy Collector of that District.

(Here enter 5th November 1864, No. 3,195.)

No. 162. ORDER THEREON, 16th December 1864, No. 2,261.

Separate Revenue, No. 16.
Salt.

The Government have decided in paragraph 5 of their Order in the Public Works Department, dated 3rd February 1863, No. 286, that the roads, the main object of which is to improve the Salt Revenue, are to be considered Imperial lines. The roads alluded to in the Proceedings of the Public Works Department above recorded fall under this category, and provision will accordingly be made for them from the Imperial Public Works Budget. There is no objection to the Deputy Collector being placed in charge of the roads.

(True Extract.)

(Signed) J. D. SIM,

Secretary to Government.

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

Exd. S. T. Augustin.

Consider

No. 8,196.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 21st December 1864.
Read the following Proceedings of the Madras Government, dated 16th December 1864 No. 2,261.
Revenue Department:—

ABSTRACT.—Stating that the Government see no objection to the transfer of the charge of the branch salt roads from the Department Public Works to the Salt Deputy Collector in the Kistna District.

Communicated to the Collector of the Kistna District.

(A true Extract.)

(Signed) W. HUDLESTON,
Secretary.

To G. Thornhill, Esq., Collector of the Kistna District.

Ed. J. Wright.

No. 2,235.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 13th April 1864.

Read the following letter from the Collector of Nellore, dated Krishnapatnam, 21st March 1864,
No. 66 :—

With reference to the Board's Proceedings of the 10th ultimo, No. 1,509, I have the honor to state that the new Establishment will be introduced from the 1st, and the reason why it has not been introduced already was chiefly the difficulty of getting fit men for the higher posts.

Recorded.

(A true Copy and Extract.)

(Signed) W. HUDLESTON,
Secretary.

To J. W. B. Dykes, Esq., Collector of Nellore,

Ed. J. Wright.

From J. W. B. DYKES, Esq., Collector of Nellore, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Ongole, 9th January 1865, No. 5.

1. With reference to Miscellaneous Circular, No. VIII., dated 1st February 1864, Board No. 678, I have the honor to furnish the list of the salt tracks in this District, which in my opinion and that of the Superintending Engineer of the Division might be entrusted for execution and maintenance to the salt Department.

2. The Superintending Engineer, copy of whose letter* to me I enclose, is of opinion that all the shorter small lines to be maintained by an annual allowance might be entrusted to the Salt Department, whilst as regards those lines which require masonry and metalling he proposes that the propriety of transferring them to be maintained by the Salt Department should be decided after the roads themselves have been constructed by the Public Works Department.

* Number 58, dated 14th March 1864.

3. In this opinion I concur, and would place the following roads under Class I., viz., those to be entrusted to the Salt Department.

1. From Pakala salt works (Ullapalem) to join the Ullapalem, Kandukuru, and Kanigiri road, now under construction.

2. From the Gangapatnam salt works to meet the new Nidimusali road and through the village of Gangapatnam to Narasapuram on the present Nellore and Gangapatnam road.

3. A track line from the Tada salt works to Madugulapalam to join the present road to Tada Port.

4. From the Ramapuram salt works to join Trunk road No. 6.

4. I would propose an annual maintenance of Rupees 50 per mile for each of the foregoing lines, to be laid out at the discretion of the Deputy Collector in charge of the Salt Department where most considered necessary and as he may think best.

5. The roads which I would place under Class II, or those to be first constructed by the Department Public Works, and then, if advisable, handed over to the Salt Department to be maintained are,

1.—From Padarti salt works (Vinayakuni Nattu) a junction line to Koppolu on the Cumbum, Ongole, and Kottapatnam road.

2.—From the Junnamalapenta salt works to the new line of Trunk road No. 6 south of Kavali.

3. From the Dugarazpatnam salt works to the village of Dugarazpatnam to join the Guduru and Dugarazpatnam road.

4.—For these lines also, after construction, I would propose an annual maintenance allowance of Rupees 50 per mile to be similarly laid out at the discretion of the Deputy Collector in charge of the Salt Department.

6. There are other lines in the list† I sent to Colonel Anderson, for his opinion, which I would recommend should be made and maintained by the Professional Department. But

the money likely to be granted renders it of little use to submit further requirements, and I will only further refer to my letters as per margin† and the detailed Statements which accompanied them for full particulars regarding each line specified in the list in question.

† Copy sent.

† No 271, dated 24th August 1863.
No. 17, dated 25th January 1864, recorded in Board's Proceedings, No. 1,128, dated 22nd February, 1864.

ENCLOSURE No. 1.

List of salt track lines from the several salt stations to the adjacent main lines of road required to be made and maintained in the District of Nellore.

1. From Kamparti salt works (Uttarapu Nattu) by Reparla in the Ongole Taluk to the Northern Trunk Road.
2. From do. (Line Nattu) through Ammanabrolu to do.
3. From Devarampadu salt works through Chekurupadu in the Ongole Taluk to the Northern Trunk Road.

PROCEEDINGS OF THE BOARD OF REVENUE, No.

1864. Department.

Dated 13th April 1864.

No. 2,235.

Recording letter from the Collector of Nellore, stating that the new scale of Salt establishment will be introduced from the 1st and assigning reason why it has not been introduced already.

4. From Padarti Salt works (Vinayakuni Nattu) a junction line to Koppolu on the Cumbum, Ongole, and Kotiapatnam road.

5. A cross track from Akala, Alluru to Ammanabrolu in the Ongole Taluk.

6. From Pakala salt works (Ullapalen) to Ullapalen and Kandukur and Kanigiri road.

7. From the Tummalapenta salt works to the new line of Trunk road, No. 6, South of Kavali.

8. From the Isakapalli salt works to Kanutta on the new line of Trunk road No. 6.

9. From the Gogulapalli do. to Alluru on the old line of Trunk road No. 6.

10. From the Gangapatnam salt works through the village of Gangapatnam to Narasapuram on the Nellore and Gangapatnam road.

11. From the Dugarazupatnam salt works to the village of Dugarazupatnam to join the Guduru and Dugarazupatnam road.

12. A track line from the Tada salt works to Modugulapalem to join the present road to Tada Port.

13. From Ramapuram salt works to join Trunk road No. 6.

14. From Sunapugunta salt works (Obasamudram) to Janikiram Choultry in the District of Madras.

(True Copy.)

RAMAPATNAM,
22nd February 1864.

(Signed) J. W. B. DYKES,
Collector.

ENCLOSURE No. 2.

From Lieutenant-Colonel J. C. ANDERSON, R. E., Superintending Engineer, 2nd Division, to J. W. B. DYKES, Esq., Collector of Nellore, dated Masulipatam, 14th March 1864, No. 58.

1. I have the honor to acknowledge receipt of your letter, No. 46, dated 24th ultimo, with copy of Proceedings of Government, No. 126, dated 21st January 1864, and a list of branch track lines from the several Salt Cotours in the Nellore District, and would beg to state in reply, that in my opinion such of these lines as are to be maintained by a small annual expenditure, should be entrusted to the Superintendents of the Cotours.

2. In cases where metalling or masonry works are required, I would recommend that the roads be first constructed by the Officers of the Public Works Department, and on their completion, it would be matter for consideration in each case whether the maintenance should rest with us, or with the Salt Department. I do not think a general rule can be laid down for the whole of the lines you have enumerated, but to the best of my belief all the shorter lines, namely, those in the southern section of the District from Gollapalli Cotaur to the boundary of the Madras District, and comprising No. 9 to 14 in your list, might conveniently be maintained by the Salt Superintendents, while the longer lines in the northern section, especially those in the Ongole Taluk, would probably require the aid of the Public Works Department, but much would depend on the nature of the country traversed by each, and the extent to which they would be used for general traffic.

3. Estimates for metalled roads for two of the lines you have enumerated, viz., from Kanuparti to Raparla, and from Oolapollem to Singarayakonda, and of tunnels on the track from Padarti to Copole have been prepared, and are now being examined in this Office.

4. Maintenance grants are, as a rule, allowed only to metalled roads and are intended to keep them up to the same degree of efficiency, as they should have possessed on completion. I think however, that in cases when the formation of metalled lines of road along tracks, like those communicating with the Salt Cotours, is likely to be long deferred, a small mileage allowance should be granted to improve them as earthen roads only, by raising embankments across hollows, clearing, levelling, and the like, and for this purpose I consider that 50 Rupees per mile per annum would be a suitable allowance.

(True Copy.)

(Signed) J. W. B. DYKES, Collector.

Exd. R. H. Lee.

No. 4,467.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 18th July 1864.

Read the following letter from the Collector of Madras, dated Sydapet, 6th July 1864, No. 305 :—

1. With reference to paragraph 5 of the Order of Government, communicated with the Board's Miscellaneous Circular, No. VIII of 1864, I have the honor to state that there is only one salt road in this District at present, and that is the one from Chunambat to Alattoor. Mr. Smith has expressed his willingness to take charge of the maintenance of this road; but the Acting Superintending Engineer is of opinion that it can be better attended to by his Department. I agree with him, and therefore would wish him to retain charge of it, particularly as the salt sales there are now under the Collector of South Arcot, and unconnected with Mr. Smith.

2. The maintenance allowance for this road is Rupees 500, being at the rate of Rupees 100 per mile.

The road in question should certainly continue under the charge of the Department Public Works for the present. The object in view in making the transfer of the Chunambut Salt Pans to the South Arcot District would be entirely frustrated if Mr. Smith's time were taken up in superintending the repairs of this road.

(A true Copy and Extract.)

(Signed) R. A. DALYELL,
Sub-Secretary.

To E. G. R. Fane, Esq., Collector of Madras.

Exd. J. Wright.

14

*Proceedings of the Madras Government, Public Works Department,
28th September 1864.*

No. 598. Read the following Proceedings of the Board of Revenue, dated 19th September 1864, No. 6,163 :—

Read the following letter from C. W. READE, Esq., Collector of South Arcot, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Tindevanum, 24th August 1864, No. 158.

SIR,

With reference to the Board's Miscellaneous Circular of the 1st February last, No. VIII, I have the honor to forward a list, duly countersigned by the Executive Engineer in charge of the 5th Division of roads in this District, the repairs of which it is proposed to entrust to the Salt Department. The list has been carefully prepared under my Salt Deputy Collector; but it will be seen that Mahomed Esuf proposes a uniform rate of 25 Rupees only per mile as the maintenance allowance for each road. I am of opinion that this sum will not suffice, and an allowance of 50 Rupees per mile should, I think, be sanctioned to keep these communications in thorough order, as I do not believe that the repairs can be properly maintained at a lower rate.

ENCLOSURE NO. 1.

LIST OF SALT ROADS TO BE ENTRUSTED TO THE SALT DEPARTMENT—DISTRICT OF SOUTH ARCOT.
Markanam.

1. Road from Tricunnor, Devicalum, and Bandydypolyem platforms, to join road to Tindevanam near the eighth mile-stone at Moorkary. These lines have yet to be made, and an estimate has been prepared by Mr. Graham, the Range Officer.
2. Road from Hanoomunday and Palicadoo to Moorkary.
3. Road round the Markanam Salt platforms from the Cundad bridge to the Teinbak bridge. This road stops short at the third platform round the Kurumblam pans at Merkanam, and Mr. Graham has also an estimate made for the same.
4. Road from the Teinbak bridge to Chunampet pans. Proposed line to be constructed.
5. Road from Cundad bridge through the Merkanam village to join the road near the Poolyancal platform. This line is incomplete, and Mr. Graham has an estimate for the same.
6. A short line from the road to Tindevanam to the Cundad platforms.
Goondalam.
1. Road from Chellumbram road to Goondalam platforms.
2. Road from Chellumbram road to Coodicadoo platform. To be completed.
1. Road from Chellumbram road from its junction with Collan Choultry road to Manavari platform. *Teagavally.* To be constructed.
1. Road from Chellumbram road to Killay, and short lines to the Killay, Tillavadang, and Nukundangoody* platforms. *Killay.* * The line to Nukundangoody has to be constructed. Sanction given only lately. Estimate, Rupees 1,270.

Maintenance allowance at the rate of 25 Rupees per mile.

(Signed) C. W. READE, *Collector.*

(Signed) W. S. HARRINGTON,

Executive Engineer, in charge of the 5th Division.

No. 4,467.

Dated 18th July 1864.

1864. Department.

Stating that the Salt road from Chunnambot to Alattoor should continue under the charge of the Department Public Works for the present.

Considered

*Proceedings of the Madras Government, Public Works Department,
28th September 1864.*

1. Ordered that the foregoing letter be submitted to Government through the Deputy Secretary in the Department Public Works, with reference to the Order of Government, dated 21st January 1864, No. 126.

2. The Board see no objection to the proposed transfer of the short lines of road to the charge of the Salt Department; but these roads should be handed over by the Department Public Works completely constructed. They learn, however, that if the proposals which the third Member is about to make regarding the Salt pans of South Arcot be adopted, several of these roads will not be required. The Collector should therefore renew his proposals after Mr. Clarke's recommendations have been disposed of by Government. The Board concur with Mr. Reade in considering that the maintenance allowance ought to be Rupees 50 per mile per annum.

(True Copies and Extract.)

(Signed) R. A. DALYELL, *Sub-Secretary.*

No. 599.

ORDER THEREON, 28th September 1864, No. 2,812.

The Government will await the renewed application which the Collector has been requested to submit after the recommendations of the third Member of the Board of Revenue have been disposed of.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Deputy Secretary to Government.

To the Board of Revenue.

- „ Revenue Department.
- „ Superintending Engineer, 5th Division.
- „ Controller of Public Works Accounts.

Exd. S. T. Augustin.

No. 6,494.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 1st October 1864.

Read the following Proceedings of the Madras Government, dated 28th September 1864, No. 2,812,
Public Works Department :—

ABSTRACT.—Stating that the Government will await the renewed application which the Collector of South Arcot has been requested to submit regarding the roads to be entrusted to the Salt Department, after the recommendations of the 3rd Member of the Board have been disposed of.

Communicated to the Collector.

(A true Extract.)

(Signed) W. HUDLESTON,
Secretary.

To C. W. Reade, Esq., Collector of South Arcot.

Exd. J. Wright.

15

*Proceedings of the Madras Government, Public Works Department,
1st September 1864.*

No. 1. Read the following Proceedings of the Board of Revenue, dated 19th August 1864, No. 5,333 :—

Read the following letter from W. M. CADELL, Esq., Collector of Tanjore, dated 3rd August 1864, No. 260.

1. As directed in paragraph 5 of the Government Order, dated the 21st January last, No. 126, communicated in Board's Miscellaneous Circular, No. VIII, I have the honor to submit a list of roads and approaches to Salt depôts in this District which, after careful consideration, it has been agreed between myself and the Superintending Engineer, should be transferred to the Salt Department. The list also shows the annual maintenance allowance provided for each road, and the funds from which it is provided. Arrangements have already been made with the concurrence of the Superintending Engineer for these roads and approaches being repaired this year under the superintendence of the Acting Salt Deputy Collector, Mr. Ricketts.

2. The six roads exclusive of approaches to Salt depôts, enumerated on the enclosed list, are, it is to be observed, not essentially Salt roads, as their utility is not restricted to Salt trade alone, but they have such a direct bearing on this trade that no practical advantage can be derived by placing under the charge of the Revenue Department only the short lines of approaches to the depôts which connect them with the adjacent main lines, while the latter remain under the charge of a distinct Department.

ENCLOSURE No. 1.

List of roads and approaches to Salt Depôts, which it is proposed should be entrusted to the Salt Department.

MAIN ROADS.	Distance in miles.	Total maintenance allowance.	From what Fund.
No. 21. From Arantanghi to Arasana-gari or Minbesal ...	23	Rs. 690	Discretionary allowance.
„ 22. „ Avadaiyar Kovil to Man-amelkudi ...	12	360	Do.
„ 24. „ Muttupettai to Minbesal via Adrampatam ...	38	1,900	Do.
„ 32. „ Mayaveram to Kaveri-patam ...	15	375	Local or District Road Fund.
„ 42. „ Tiriwangad to junction of Roads Nos. 32 and 28 ...	5	100	Do.
„ 44. „ Turuvangad to Neidavas-sal ...	5	200	Do.
Total for Main Roads ...	98	3,625	

*Proceedings of the Madras Government, Public Works Department,
1st September 1864.*

APPROACHES TO SALT DEPOTS.	Num- ber of Vadies.	Distance from the main road to Vadi.	Mainte- nance allowance.	
1. NEIDAVASAL DIVISION.		M. F.	RS.	
1. Kilaiyur	1	1 0	} 570	
2. Tenpadi	1	1 0		
3. Vadapadi	1	1 0		
2. CHENDRAPADI DIVISION.				
1. Chendrapadi	1	1 0	100	
4. NEGAPATAM DIVISION.				
1. Negapatam	3	0 1 1/2	30	
6. TAMBIKANALLAVANKOTTAL DIVISION.				
1. Tambikanallavankottai	1	1 0	} 500	
2. Tamarankottai	2	0 4		
	3	1 4		
	1	1 4		
7. ADRAMPATAM DIVISION.				
1. Adrampatam	1	1 0	} 500	
2. Mahalankottai	2	1 0		
	3	1 0		
	1	2 0		
8. AIYIPATAM DIVISION.				
2. Kuttumavadi	1	1 0	} 100	
3. Shanbagamahadevi	2	1 0		
	1	0 4	50	
9. ARASANAGARI DIVISION.				
1. Arasanagari	1	0 4	} 150	
	2	0 4		
	3	0 4		
Total for approaches to Salt Depôts		17 4	2,000	
Total Rupees... ..			5,625	

TANJORE,
3rd August 1864.

(Signed) W. M. CADELL, Collector.

1. Ordered to be submitted to Government through the Deputy Secretary in the Department Public Works.
2. The Board doubt the propriety of placing the Roads Nos. 21 and 24 entirely in unprofessional hands. As these roads are the main lines of communication through the south-western portion of the District, they ought, the Board think, to be retained under the charge of the Department Public Works. The other short lines of road, as well as the immediate approaches to the salt pans, may with advantage be handed over for conservancy to the Salt Department.

(True Copies and Extract)

(Signed) R. A. DALYELL, Sub-Secretary.

*Proceedings of the Madras Government, Public Works Department,
1st September 1864.*

No. 2.

ORDER THEREON 1st September 1864, No. 2,524.

The Government concur in opinion with the Board of Revenue that the roads marginally noted should continue under the charge of the Department Public Works, the others being handed over to the Salt Department.

From Arantangi to Minbesal.
From Mullupettai to Minbesal.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Deputy Secretary to Government.

To the Board of Revenue.

Superintending Engineer, 6th Division.

Exd. S. T. Augustin.

Consider

18
No. 5,789.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 5th September 1864.

Read the following Proceedings of the Madras Government, dated 1st September 1864, No. 2,524,
Public Works Department :—

ABSTRACT.—Stating that the Government concur in opinion with the Board that certain roads in the Tanjore District should continue under the charge of the Department Public Works, the others being handed over to the Salt Department.

Communicated to the Collector.

(A true Extract.)

(Signed) W. HUDLESTON,
Secretary.

To W. M. Cadell, Esq., Collector of Tanjore.

Ed. J. Wright.

19

*Proceedings of the Madras Government, Public Works Department,
4th October 1864.*

No. 17. Read the following Proceedings of the Board of Revenue, dated 19th September 1864, No. 6,165.

Read the following letter from V. H. LEVINGE, Esq., Collector of Madura, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Kodakanel, 15th August 1864, No. 218 :—

1. With reference to paragraph 5 of the Order of Government, No. 126, dated the 21st January 1864, conveyed in the Board's Proceedings of the 1st February 1864, No. 678, I have the honor to report that the Superintending Engineer has no objection to the Salt Deputy Collector taking charge of all the salt roads, whether main or branch. I am of opinion, the Salt Deputy could only look after the branch lines, and that the main lines must be under the Department Public Works. A copy of Captain Moberly's letter* to Mr. McDonnell on the subject is submitted for the information of the Board.

* Dated 16th March 1864, No. 2,114

2. I have just returned from a tour of all the salt pans, and append a list of all the branch and main salt roads.

Branch Salt Roads.

3. No. 1 branch salt road in the list has been made at a cost of 500 Rupees, and is in good order; it is for the Superintending Engineer to make an estimate for its maintenance, the carrying out of which the Salt Deputy Collector can superintend.

4. The above branch road requires to be connected to the north and south, with Nos. 1 and 2 main salt roads in my list. If estimates for the same are made, they can be carried out by the Salt Deputy Collector, who also can superintend the maintenance of the same.

5. No. 2, Sholiagoody salt pan is on the coast road, which road should be repaired up to its junction with the main road from Madura to Tondi; the Salt Deputy can carry out this repair, and keep the road in order.

6. To No. 3 branch salt road nothing has been done; the road though sandy is not very heavy in my opinion; the road had better be left in its natural state; in one place it wants draining; this the Salt Deputy could do on the Engineer's estimate; the expense would be trifling. There is no good soil near to make a perfectly hard road; if trenches are dug and the soil thrown on the road, it will powder into fine sand, which will make the road heavy, and therefore I think it had better be left in its natural state; the coast road from where this branch road meets it, should be repaired up to the Sholiagoody pan, which the Salt Deputy could superintend.

7. No. 4 branch salt road has been partially made; it requires raising and some tunnels; it is in bad order; the Salt Deputy can carry out these repairs.

8. No. 5 branch salt road is very sandy; there is no good soil any where near to make a good road. I think it had better be left in its natural state, or it will only be made more heavy.

9. No. 6 branch road is in a very bad state. Estimate should be made for joining this pan to the main road from Madura to Ramnad at Yettivial. The Moorecolum pan is close to the sea-port of Keelakarai; return empty bandies from that port buy salt at the Morecolum pan, and take it away into the interior, but the difficulties of the branch road are great; were it put in order, the sales at that pan would largely increase.

10. No. 7 Mootooragoonadapatam branch salt road to its junction with the coast road is naturally a good road, and is better left in its natural state; near the pan only slight repairs are required, which the Salt Deputy can carry out.

11. From the junction of this branch salt road with the coast road to where the main salt road from Camoody to Tiroochuly meets it, the coast road requires draining, which repair the Deputy Collector could perform on being furnished with an estimate. On this portion of the coast road, two bridges are required, one a small one, and the other across the Goondair would cost

*Proceedings of the Madras Government, Public Works Department,
4th October 1864.*

some 5,000 Rupees; it is absolutely necessary the Goondaur be bridged; all the traders complained bitterly of it. I visited the Goondaur, its banks are deep, and heavy black cotton soil forming for months a serious obstacle to traffic; this bridge being on the coast line would also benefit the general traffic of the District as well as the salt revenue.

Main Roads.

12. Captain Moberly is under the impression that what is required is one first class main road to the coast, bridged and metalled throughout, along which at all seasons of the year salt could be easily transported into the interior, and in the last paragraph of his letter he says he has ordered an estimate to be prepared for road No. 15, which is the road from Ramnad to Madura, and No. 4 in my appended list, and in the previous paragraph of his letter he says he has no data for maintaining a cross country track.

13. I cannot find from the records that Mr. McDonell asked for any thing of the sort when corresponding with Captain Moberly on the subject of these salt roads; in accordance with the Government orders, Mr. McDonell gave a list of the main salt lines intending that estimates for their repair and maintenance should be made, to which Captain Moberly returned as answer the letter, a copy of which is herewith sent.

Vide paragraph 1.

14. It will be seen Captain Moberly has only selected for estimate one of the roads mentioned by Mr. McDonell, and I demur to what he says of the other lines; large sums of money have been spent on some of them. I have just passed along nearly the whole length of the northern salt road from Vuttanum via Davacotta, Tripattur to Cottampatty, and drove a dog cart over most of it, and found the road for most part in good order, long reaches of the road have been made, and are rendered useless for want of the completion of bridges at many places. I saw a quantity of material, bricks and stone lying at the site of the bridges, which had evidently lain there a long time; these bridges, I understand, had been sanctioned, and advances made for their construction, that a defalcation had occurred, and therefore they could not be completed; these bridges should be finished and some others built to enable traders to use the long portions of the road which have been finished. Captain Moberly must be directed by Government to have estimates made for economically improving all the salt main roads in my list appended, and for a maintenance allowance for each of them.

15. It would be no doubt very desirable to have a first rate road to the coast, and to have all the roads in first rate order, but the cost of such is beyond what Government could afford, and I do not think even one first rate road to the coast is required, or that the trade to and from the coast along it requires it; it would be most expensive to make a first rate road to Ramnad; along its whole length of 70 miles neither gravel nor stone is to be found except at one village, for a short distance, the road passes through an alluvial country.

16. Captain Moberly objects to that line, because it crosses the Viga river thrice. I find there is no necessity to cross the river. I passed down the south bank, the whole way from Madura to Ramnad, without once crossing the river, and found on the south bank between Manamadura and Permagoody the remains of an old road partially made and bridged, and passing through a large village called Partipanur; there is no difficulty about making the road so as to avoid crossing the river.

17. All that is required for the Ramnad road and the other main salt roads is to build bridges over the nullabs and irrigation channels, and to provide for the proper drainage of the road; if this be done the roads will be passable enough in the wet weather, and be very fair in the dry and hot weather, which is the greater part of the year in this District; of course such roads in the wet weather without metal would get cut up by the cart wheels and form into deep ruts, all that would be required would be an establishment to fill them in, beat them down, and level them as the surface began to dry, and to attend to cuts made in the sides of the roads by water running off. I am sure if such only is done, the salt revenue will be benefited at no exorbitant cost.

*Proceedings of the Madras Government, Public Works Department,
4th October 1864.*

ENCLOSURE No. 1.

From Captain F. J. MOBERLY, R. E., Superintending Engineer, 8th Division, to
Æ. R. McDONELL, Esq., Acting Collector of Madura, dated Sattoor, 16th March
1864, No. 2,114.

1. In reference to your No. 245 of the 12th instant, I have the honor to observe that I have not the slightest objection to your Salt Deputy Collector undertaking the charge of all the roads you mention whether main or branch. I take the opportunity of again assuring you that they do not exist, there are avenues, tunnels and mile stones, but as the first overhang the road, and the second have no approaches, the bandies generally prefer the adjoining fields which are really more easily traversed.

2. I have no data on which to frame an estimate for maintainancing a cross country track, and should say it was simply waste of money to expend any in endeavouring to do so—see paragraphs 66, 67, and 68, Chapter V, Department Public Works Code.

3. I have ordered estimates to be prepared for the construction of road No. 15, and the branch roads that you name.

(True Copy.)

(Signed) H. NELSON,

Acting Head Assistant Collector, for Collector.

ENCLOSURE No. 2.

Branch Salt Roads.

	Miles.
1. From Vuttanum salt pan to coast road	$\frac{1}{2}$
2. Sholiagoody salt pan is situated on coast road	1 $\frac{1}{2}$
3. Manakoody salt pan to coast road	$\frac{1}{2}$
4. Vyravanathapatam to coast road	5
5. Athankaray to Ramnad	8
6. Morecolum to Yettivial on No. 15 road from Ramnad to Madura	3
7. Moottooragoonadapatnum to coast road	

Main Salt Roads.

1. Northern road from Vuttanum junction with No. 8, via Devacotta, Tripattur to Nuttam.
2. Tondi to Madura.
3. Vyravanathapatam to Permagoody or Manamadura.
4. Ramnad to Madura.
5. From Mootturagoonadapatnum by Kamoody and Tiroochooly to Madura.

(Signed) H. NELSON,

Acting Head Assistant Collector, for Collector.

The foregoing letter will be submitted to Government, through the Secretary in the Department Public Works, with reference to the order quoted by the Collector. The Board consider that the main roads ought certainly to remain under the charge of the Department Public Works. Mr. Levinge's remarks regarding the branch roads will be taken into consideration after the 1st Member of the Board has visited the Salt pans of the District.

(True Copies and Extract.)

(Signed) R. A. DALYELL, Sub-Secretary.

Consider

*Proceedings of the Madras Government, Public Works Department,
4th October 1864.*

No. 18.

ORDER THEREON, 4th October 1864, No. 2,854.

The Government concur in opinion with the Board of Revenue that the Public Works Department should retain the charge of the main roads in Madura. The Board's promised communication regarding the branch roads will be awaited: meanwhile, however, the Superintending Engineer will be directed to submit estimates for the improvement and maintenance of both the main and branch lines specified by the Collector.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

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

Exd. S. T. Augustin.

No. 6,635.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 8th October 1864.

Read the following Proceedings of the Madras Government, dated 4th October 1864, No. 2,854,
Public Works Department:—

ABSTRACT.—Stating that the Government concur in opinion with the Board that the Public Works Department should retain the charge of the main roads in Madura.

Communicated to the Collector.

(A true Extract.)

(Signed) W. HUDLESTON,
Secretary.

To V. H. Levinge, Esq., Collector of Madura.

Exd. J. Wright.

From the Collector of Tinnevely, dated Tenkasy, 9th June 1864, No. 221.

1. With reference to the Board's Miscellaneous Circular, No. VIII, dated the 1st February 1863, Board No. 678, requesting me to report after consultation with the Superintending Engineer on paragraph 5 of the Order of Government thereto annexed, touching the advisability or otherwise of entrusting to the Salt Deputy Collectors the maintenance of branch roads leading to the salt stations, I have the honor to forward copies of correspondence on the subject between the Superintending Engineer and myself.

2. The Board are already aware of my opinion, that the repair and maintenance of the roads referred to ought to be left to the care of the Deputy Collectors, and I see no reason whatever to change it.

3. The accompanying is a list of all the existing salt roads in this District, and I am of opinion that the repair and maintenance should be left to the Salt Deputy Collectors.

ENCLOSURE No. 1.

From J. SILVER, Esq., Collector of Tinnevely, to Captain F. J. Moberly, R. E., Superintending Engineer, 8th Division, Madras, dated Trichendoor, 13th February 1864, No. 42.

1. With reference to paragraph 5 of the Proceedings of the Madras Government, dated 21st January 1864, Revenue Department, No. 126, a copy of which is herewith forwarded for your information, I have the honor to request that you will be good enough to let me know your opinion, as to the expediency of entrusting the maintenance and repair of the salt roads of this District to the Deputy Collectors in charge of the Salt Department.

2. I further request that you will furnish me with a Memorandum of the maintenance allowance required for each road, on its being fully constructed. It should contain the number of miles, the rate of allowance for each mile, and the period from which the allowance is required for each road.

From Captain F. J. Moberly, R. E., Superintending Engineer, 8th Division, to J. SILVER, Esq., Collector of Tinnevely, dated Shevagungah, 24th February 1864, No. 1,321.

1. In reply to your No. 42 of the 13th instant, I have the honor to request that you will inform me what roads in the Tinnevely District you consider come under the designation of "short branch lines to the main roads."

2. With the exception of that from Arasady to the Trunk Cotton road, there is not, so far as I am aware, one that has any pretence to be a road. I conclude that the construction at least comes under the head of "Duties of an Engineering character," which in paragraph 2 the Government propose to leave to the Professional Department.

From J. SILVER, Esq., Collector of Tinnevely, to Captain F. J. Moberly, R. E., Superintending Engineer, 8th Division, Madras, dated 23rd May 1864, No. 198.

1. With reference to your letter of the 24th February last, No. 1,931, I have the honor to inform you, that in my opinion all the salt roads in this District come under the designation of "short branch lines to the main roads." The construction of these roads of course is a "duty of an Engineering character," and it is proposed that just as portions of these roads are constructed by your Department, they should be left to the Deputy Collectors in charge of the Salt Department for repair and maintenance. I therefore request that you will be good enough to favor me with a decisive reply to my letter of the 13th February last, No. 42, at your earliest convenience, for communication to the Board of Revenue.

2. You have already mentioned in your letter of the 12th instant, the amount of maintenance allowance that would be required for the road to the Arasady salt pans, and I have submitted your letter to Government for sanction, and it is highly necessary that a maintenance allowance should be soon fixed for the Coilpatam salt road also, which has been long ago completed, and is getting out of order.

From Captain F. J. MOBERLY, R. E., Superintending Engineer, 8th Division, to J. SILVER, Esq.,
Collector of Tinnevely, dated Madura, — May 1864, No. 351.

1. In reply to your No. 189 of the 23rd instant, I have the honor to observe that I remain of the same opinion as before, as to the branch salt roads in the Tinnevely District, and believe that they would be better cared for by the Members of the Department Public Works, than by the Deputy Collector.

2. All of them cross difficult country, and I think require special care in mending as well as making. I can appreciate the supposed advantage of entrusting the repairs of a short branch line to the officer of the Salt Department, who might keep an eye on it without leaving his own work for an hour or two, but I do not see how this applies to all the salt roads in your District.

3. I have called on Major Paxton to furnish me with data on which to frame an estimate for maintenance allowance to the Coilpatam road.

(True Copies.)

(Signed) J. SILVER, Collector.

ENCLOSURE No. 2.

List showing the Salt Roads in the District of Tinnevely.

Names of Roads.	Remarks.
1. Road from Vypar salt pans in a northwest direction towards Madura.	Partially made. For extending this road up to the platform a sum of Rupees 3,000 has been entered in the current year's Budget.
2. Road from Manjancolum salt pans to Ettiapuram.	Partially made. The Superintending Engineer has been requested to frame the necessary estimate for the completion of this road.
3. Road from Arasady salt pans to trunk cotton road.	Completely made. Maintenance allowance has been recommended to be granted.
4. Road from Karapad salt pans to Tutacorin.	Partially made. The Superintending Engineer has been requested to frame the necessary estimate for the completion of this road.
5. Road from Palayacoil salt pans to Streevy-coontum and Alwartirunagary.	Partially made. The Superintending Engineer has been requested to frame the necessary estimate for the completion of this road.
6. Road from Coilpatam salt pans to junction with road No. 12.	Completely made. Captain Moberly has been requested to state the amount of maintenance allowance required for this road. For widening and improving this road an estimate of Rupees 3,650 has been prepared.
7. Road from Coolasegrapatam salt pans to Oodangudy.	Unmade road. A sum of Rupees 12,000 has been entered in the current year's Budget.

Exd. J. Wright.

TENKASY, 9th June 1864.

(Signed) J. SILVER, Collector.

*Proceedings of the Madras Government, Revenue Department,
22nd March 1865.*

No. 380. Read the following Proceedings of the Board of Revenue, dated 6th March 1865, No. 1,283.

Read the following letter from G. L. MORRIS, Esq., Collector of South Canara, to R. A. DALYELL, Esq., Acting Secretary to the Board of Revenue, dated Udupi, 10th February 1865, No. 19:—

Sir,

Name of Road.	Annual maintenance allowance.	Remarks.
1. Road from Mabu Koty to river on one side, and to the Bramhavar high road on the other	0 0 0	This road is proposed to be opened out, and has been entered in the Budget Statement sent to the Board on the 28th October 1864.
2. Road from Ka Salt Koties to riv..	2 0 0	The maintenance is therefore not known.

1. With reference to the Board's Miscellaneous Circular, No. VIII, dated 1st February 1864, I have the honor to state that there are only two salt roads in this District which could be entrusted to the Salt Department, and that these are as per margin.

2. With regard to the first of these, the maintenance allowance is not known, as the road has yet to be opened out; and the sum proposed to be spent on the second is, as the

Board will perceive, very small indeed, amounting annually to only 2 Rupees. Indeed, this small piece of earth-work can hardly be called a road, it being nothing more than an embankment which connects the Salt Koty with the river.

3. I think, therefore, that under these circumstances it will be better to leave for the present the two pieces of road specified in paragraph 1, under the Department of Public Works.

4. As the Board are aware, salt is only manufactured in this District in the Talook of Cundapur. In the other Talooks it is stored in Koties, adjacent for the most part to the high roads, and there are not, therefore, any short bits of roads, which the Salt Department could take charge of, as in other Districts.

5. In the Talook of Cundapur the opening out of roads, say nine feet wide, from the salt manufacturing stations in the Harnad and Anagalli divisions to the Kollur, Hosangadi, and Agumba Ghats, would prove of much benefit.

6. There are some at present in existence, but these have been so much encroached on, and some more are also so much required, that it is quite out of the question to think of any roads in that part of the District being handed over, in their present state, to the Salt Department.

7. I merely mention this fact in the present letter for the Board's information. Full information as to what I consider is required with regard to the Cundapur salt roads, will be submitted in my report on the Public Works Department for the current year.

1. Submitted to Government, with reference to the Government Order, dated 21st January 1864, No. 126.

2. Under the circumstances reported by Mr. Morris, the Board are of opinion that it will not be advisable to make any change in South Canara in regard to the Department in whose charge the salt roads are to be left.

No. 381.

ORDER THEREON, 22nd March 1865, No. 634.

Separate Revenue, No. 19.
Salt.

The Government concur in the opinion of the Board of Revenue.

(True Extract.)

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

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

Exd. S. T. Augustin.

Consider

24
No. 1,732.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 28th March 1865.

Read the following Proceedings of the Madras Government, dated 22nd March 1865, No. 634,
Revenue Department :—

ABSTRACT.—Stating that the Government concur in the opinion expressed by the Board
regarding the salt roads in South Canara.

Communicated to the Collector of South Canara.

(A true Extract.)

(Signed) C. G. MASTER,
Acting Sub-Secretary.

To G. L. Morris, Esq., Collector of South Canara.

Exd. J. Wright.

com

From the Collector of Malabar, dated Calicut, 27th June 1864, No. 149.

Adverting to the Board's Official Memorandum, No. 199, dated 14th instant, calling for a
reply to their Miscellaneous Circular, No. VIII,
Board No. 678 of the 1st February last, I have

No. 27, dated 17th February 1863.

the honor to observe that as stated in my letter
noted, the salt depôts in Malabar are situated in the hearts of towns, and that consequently the
roads leading from them cannot be regarded as peculiarly "Salt roads" and distinct from those
for general traffic.

Exd. J. Wright.

Consider

Revenue Department
No. 1109.

Proceedings of the Madras Government
Under date the 26th May 1865.

Read the following
Proceedings of the Board
of Revenue.

Submitting with remarks,
replies of Collectors to Board's
Miscellaneous Circular, dated
1st February 1864, calling for
a list of roads to be entrusted
to the Salt Department.

(Here enter 10th May 1865
No. 2360)

R No. 12 of 1865

File of replies from
Collectors re Salt
Roads.

The Government
observe that most of the
Collectors' replies submitted
by the Board with the a-
bove No. have been already
disposed of by Government
as submitted separately and
that further information has
been called for in several
of the remaining cases.

The Government
consider

W
W

consider that the employment of the available maintenance funds for short salt roads may be with advantage left to the Deputy Collector, Salt Department, in every case in which the Collector & Superintending Engineer are agreed as to the expediency of this arrangement.

The Collector will be responsible for seeing that his Deputy properly discharges the duty entrusted to him - and the Superintending Engineer will bring to the Collector's notice any case in which he sees cause to think that money has been disadvantageously employed - and any suggestions that may occur to him for improvement
of

of the local system.

The account of expenditure will be kept according to the established rules in the Department Public Works.

Beyond this, the Government see no necessity for the D. P. W. to interfere in the matter after charge of a road has once been transferred; and in fact more direct interference would in great measure neutralise the intention of the arrangement viz to relieve the D. P. W., and to leave the work to the authority on the spot who is most immediately interested in the condition of the road and can most speedily, effectively and economically arrange for the execution.

of

446-447

Roll 16

of trifling repairs.

repaired

14 To the Board of General Disposal
21 " " " " " "

Memorandum of the
Board of General Disposal

1869.

Resolved that the Board of General Disposal

on 12th May 1869

do. 13th May 1869

do. 14th May 1869

do. 15th May 1869

Having ordered on the
Board of General Disposal with
reference to the transfer
of the charge of custody
of roads to the Board of General Disposal