

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	1292	Press ~~Mis.~~
Dated	1-6-	1886

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*Proceedings of the Madras Government, Revenue Department,
1st June 1866.*

No. 8. Read the following Proceedings of the Board of Revenue, dated 21st May 1866, No. 3,546:—

Read the following letter from the Collector of Tinnevely, to the Secretary to the Board of Revenue, dated Trichendoor, 7th April 1866, No. 129.

1. With reference to the Proceedings of the Board of Revenue, dated 11th September 1865, No. 5,604, awaiting the receipt of Major Paxton's Report (on raising a salt platform at Karapad), and desiring to know Mr. Underwood's objections to removing the pans and platform to another site, and observing that the present platform is liable to be swamped, and the salt to suffer in high gales from its present level, and the trench is necessary for the protection of the manufacturing works, I have the honor to state that I have sent repeated reminders for the re-

* No. 2,552, 29th March 1866, annexed.

vised estimate, which I only received lately, and I have now received the professional opinion* of the present Acting

Superintending Engineer on the disputed questions of the platform and trench. I also visited the pans.

2. Three professional Officers have given their opinion against the trench as a means of protection to the salt pans; and indeed it is obvious that a trench, at the sea level, is no protection against inundation, and difficult to carry out from the percolation of water in a sandy soil. If the trench be intended merely as a barrier against pilferers, there is the difficulty of keeping it from silting up by the action of the tide, its consequent imperfection, and finally, the heavy expense of Rupees 5,110, in addition to the other expenses, of raising the platform.

3. Mr. Underwood's (whose letter is annexed) latest summary of objections to Colonel Molerly's proposal of removing the platform was—

First.—The distance the Ryots would have to carry the salt to the platform compared with the distance they now have to carry it.

But on a personal inspection, and by the measurements of the Department of Public Works, the new platform is within fifty yards of the south side, the old platform being at the northern extremity of the pans, and between it and them there is further room for extension of pans.

Second.—The cost of preparing the platform would be equal to the cost of raising the present platform.

But the cost of the new platform is estimated at Rupees 2,200, and revised estimate of raising the old, Rupees 8,000.

Third.—The present Cutcherry would be useless, and another one would have to be built at a heavy cost.

As the new platform is not at a great distance from the old, I scarcely think a new Cutcherry is requisite.

Fourth.—No doubts whether the facilities for shipment would be as easy as at present.

I believe that, inasmuch as the water on the east side near the new platform is deeper than on the north, where the old one is, the facilities would be greater.

Further, the land is private property. He is pretty well certain that the plan proposed by himself would be very advantageous if it can be carried out.

The professional opinion, however, is against this view.

"Supposing Government could get the land where Major Moberly proposes to put a new platform, this high land is nothing more than mere hillocks of loose sand, and to level and make a platform there, to hold the same number of Ambars the present will, the cost cannot be less than raising the present one. Besides, the ditch would be so much more to the advantage of the salt Ryots, he considers they would cut it for a much less sum than estimated by the Department of Public Works. He is sure they would be very glad to do it, and consider themselves well paid at half the estimated cost of raising the platform. He thinks that, with the ditch, there would be no fear of the platform being flooded again.

An extraordinary flood like 1862 is not likely to recur again, should it, the salt is as safe where it is, as it would be on the newly proposed platform."

I do not anticipate difficulty in obtaining some barren sand hillocks in the vicinity of the pans for a new platform.

Another objection started by Mr. Underwood to Major Paxton, whose letter is also annexed, was the impossibility of watching both platforms from one Cutcherry.

There are, however, only two routes by which intending pilferers can approach the pans, by the land road and by sea. If the guard be awake, he would see both approaches, if asleep in the Cutcherry he would see nothing.

But a new Cutcherry at Rupees 500 if found necessary would not amount to the difference of expense between raising the old and constructing a new platform. Another objection stated personally to me by Mr. Underwood was, that the platform would be separated from the pans by a public road.

Rupees 8,000
.. 2,200
.. 5,800

The road, however, leads only to the platform, which is its terminus. It was made (but not finished) to connect Tuticorin with the salt pans. The detour, however, prevents empty cotton carts going several miles out of their way to load with salt, which they can pick up on their way, and of a better quality at Arasady. This road, partially made at considerable expense, has been of no use, and Karapad is resorted to solely for export by sea.

Tuticorin, from being a much frequented port, will always be a favourite place for the export trade in salt, and consequently an extension of the pans may hereafter be considered requisite. In this case, the new platform would have equal advantages to the old, and both might be retained, the salt being stored on the one

Note.—It was aggravated by the fall of a bridge since restored. 1862 was exceptional, and therefore unlikely to recur. By storage of half the quantity on the new platform the risk of loss would be halved.

Trusting that I have afforded the requisite information, and having stated my own opinion I leave the decision of the question to the Board. No funds have been allotted.

From the Deputy Collector of Tinnevely, to the Collector of Tinnevely, dated Palamcottah, 9th October 1865, No. 188.

1. With reference to the Proceedings of the Board of Revenue, dated 11th ultimo, No. 5,601, I beg to state that the objections to having the platform on the ground preferred by Major Moberly, are—

First.—The distance the Ryots would have to convey the salt from the pans to the platform compared with the distance they have now to carry it.

Second.—The cost of preparing the platform would be equal to the cost of raising the present platform.

Third.—The present Cutcherry would be useless, and another one have to be built at a heavy cost.

Fourth.—I doubt whether facilities for shipment would be as easy as at present.

2. Further, the land is private property. I am pretty well certain the plan proposed by myself would be very advantageous if it can be carried out, and I do not see why it cannot be. The plan proposed by the Board of Revenue, and, I think, Inspector General of Police, was that all salt pans where they could be should be surrounded by a ditch. This at Karapad would be very easy requiring a ditch only on one side. The earthwork taken out and thrown on the off side from the pans would form a high embankment; whilst on the near side the ditch would present a perpendicular wall, and theft from these pans would be almost impossible. The manufacture of the salt would be considerably improved by the use of the sea water from the ditch, instead of at present from the salt water from wells. The cost of cutting the ditch, should, I consider, be much less than raising the platform, supposing Government could get the land where Major Moberly proposes to put a new platform; this high land is nothing more than hillocks of loose sand, and to level and

• 100 Ambar.

make a platform there, able to hold the same number of Ambars the present will, the cost cannot be less than raising the present one.

Besides, the ditch would be so much more to the advantage of the salt Ryots. I consider they would cut it for a much less sum than estimated by the Department of Public Works. I am sure they would be very glad to do it, and consider themselves well paid at half the estimated cost allowed for raising the platform. I think with the ditch there would be no fear of the platform being flooded again. An extraordinary flood like 1862 is not likely to occur again, should it, the salt is as safe where it is as it would be on the newly proposed platform.

From the Executive Engineer, First Range, to the Superintending Engineer, Eighth Division, dated Palamcottah, 23rd —, 1865, No. 372.

1. I have the honor to acknowledge the receipt of your Memorandum No. 1,732, of the 21st instant, requesting a report on the proposed alterations to the Karapad salt pans. Soon after your request, that I would examine and report on the above work, I took an opportunity of examining the pans, and writing to you demi-officially on the subject, as there were some points regarding which I was in doubt, and wished your opinion. I delayed writing a report until I heard from you, and am uncertain if my letter reached you.

2. On examining the pans, it appeared to me that the plan proposed by Mr. Underwood would not secure the safety of the salt on the platform, the backwater becoming narrower towards its mouth, the flood waters would pass round the bund, and probably rise to very nearly the same height as if the trench and bund did not exist, both the sea and backwater-ends of the trench would also silt up very rapidly. There would also, I think, be some difficulty in digging the channel to a depth of 2½ yards below high water mark if the soil is (as is very probable) loose and sandy, and the sea water percolates readily through it.

3. The plan proposed by Vispoory Pillay appears more economical; but I fear that the distance from the pans which the salt would have to be carried would render it more expensive in the end, as the Ryots would probably require a higher rate of pay for the salt if they had to carry

it three or four hundred yards to the platform. It was with reference to this point principally that I requested information, as I thought it might, perhaps, be practicable to carry out an intermediate arrangement between the original plan of raising the present platform, and constructing a new one as proposed by Vyapoor, by raising half of the present platform with earth from the other half, which might be given up, and a platform, on the site proposed by Vyapoor, constructed of half the size of the one allowed for in his estimate, this platform being used for the salt pans nearest to it. I have since seen Mr. Underwood, and spoken to him on the subject, and find that he considers it would not be possible to watch both platforms from one Catcherry.

4. Should this be the case, I see no other plan than to go back to the original arrangement of raising the present platform; but think that the raising allowed might be decreased. The floods in 1862 were very heavy, and even on that occasion the damage done was not very extensive.

5. I made out rough estimate of the expense of building store houses in lieu of the present platform, but found that the cost would much exceed the 7,000 Rupees required to raise the platform.

From the Officiating Superintending Engineer, Eighth Division, to the Collector of Tinnevely, dated Tuticorin, 29th March 1866, No. 2,552.

1. In reply to your letter No. 46, of 20th March 1866, I have the honor to send you again the two estimates for the Karapad salt platforms, and to inform you that I consider the construction of a new platform decidedly preferable to the raising of the old one. I do not see any advantage to be gained by a channel round the pans, as suggested by Mr. Underwood; although the flood in 1862 was exceptional, I learn that there is often a good deal of the land submerged, and the fact of there being a ditch would not make a difference in the water level.

2. The high ground on the east is about fifty yards distant from the nearest of the south pans, and in fact some of the pans, those on the south-east part, are just about as near to the end of the proposed platform as they are to the north platform, although the greater part are much nearer the latter.

3. The difference in cost of the two proposals is so great that I should imagine there must be found some very strong reasons in favor of the more expensive platform to warrant its being preferred. The one objection to the new ground is the distance from the salt beds: but though the platform cannot be brought to the beds, except at a great cost, I see nothing to prevent the beds being brought up to the platform, and the formation of the new platform will partially help towards the preparation of more beds.

Revenue Proceedings of Government, 7th February 1865, No. 210.

Board's Proceedings, 22nd March 1865, No. 1,629.

Public Works Proceedings of Government, 16th June 1865, No. 1,676, paragraph 7.

1. Ordered that the above letter and its accompaniments be submitted for the information of Government, with reference to the correspondence noted in the margin.

2. The questions raised in this correspondence are, whether it is better to raise and embank the present salt platforms at Karapad, or to remove the salt to a new platform on higher ground. The expense of the two plans is very unequal. The first is estimated at 8,000 Rupees; the second is calculated to cost but 2,200 Rupees. The professional authorities object to the later suggestion of digging a moat round the present platform. Independently of the heavy expense that would be entailed in its excavation, (5,110 Rupees,) the trench is condemned in an engineering point of view as being simply useless. To change the platform may cause some inconvenience and expense to the manufacturers, either in laying out new pans or carrying the salt some distance to the platform; but the Collector reports

that the site of the new platform is not more than fifty yards from the southern extremity of the pans, while the intermediate space would admit of an extension of the pans. The new platform would also be more accessible by boats than the present one. One of the objections raised to a new platform is that a new Catcherry would be needed; but if this be so, an inexpensive building on the Malara plan would answer, and it would not cost more than three or four hundred Rupees. The Board decidedly object to the Collector's proposal to divide the salt between the two platforms, i. e., the present and proposed platforms.

3. On the whole, the Board are inclined to have a new platform at Karapad on higher ground, on the understanding that it must be accessible to the pans and from the sea. If the manufacturers have to make new pans, they should, the Board think, receive some assistance from Government.

No. 9. ORDER THEREON, 1st June 1866, No. 1,292.

Separate Revenue, No. 1.
Salt.

Government concur in the Board's view of the question.

(True Extract.)

(Signed) J. D. SIM,

Secretary to Government.

To the Board of Revenue.

Ed. S. T. Augusta

Bo 7 July 1857-8
57/12-63-64
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Rev. 1866. Department
Res of Govt for June

No 1586.

PROCEEDINGS OF THE BOARD OF REVENUE.

Dated 21st May 1866.

Bo 25-

Bo 28-

No 3543.

Submitting letter from Collector of Tinne-
vely, and recommending that a new platform
be constructed at salt station at Karapad on
higher ground, on the understanding that it
must be accessible to the pans and from the
Sea.

82-1292. W.

Govt. Council

The 14th Dec 1866

Amstern J. P. L.

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12 Copies to the N. of the Board of Revenue