

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 2000

~~Press~~
~~Mis.~~

193-194

Dated

9 - 8 - 191866

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
9th August 1866.*

No. 193. Read the following Proceedings of the Board of Revenue, dated 1st August 1866, No. 5,274 :—

Read the following letter from the Collector of Vizagapatam, to the Acting Secretary to the Board of Revenue, dated 11th July 1866, No. 542.

1. I have the honor to report on the salt roads with reference to Standing Circular, No. LXXXV., (Board No. 7,325,) of 16th November 1865.

2. Mr. MacGregor states that “two of the salt roads, viz., from Gopalapatnam to Karasa, and from Gazuwaka to Karasa, have been completed, and are in good repair”; but the communication between the Karasa pans and Vizagapatam is obstructed owing to the fall of a small bridge near Nabobpettah. This will be attended to.

3. An estimate for a road to connect the Bimlipatam pans with the high road was sanctioned some time back, but, as the Board are aware, funds have not yet been furnished for the work.

4. It is proposed to connect the Kuppili pans with the new trunk line to Chicacole. The Executive Engineer of the Vizianagram Range suggests that the point to be selected for the junction be Chilkapalem, a small village on the south side of the long hill west of Chicacole. The distance is seven miles; the ground is high, and the cost of construction would not exceed 500 Rupees a mile.

The pans should be connected with the same road by another line to the village of Koshta, eleven miles from Kuppili, (the first-mentioned line branching to the north, the second to the south). The ground is equally favorable, and this line, too, might be made for 500 Rupees a mile.

5. From Chilkapalem, the line should be extended to Rajam, twenty-five miles north, following the water-shed between the Kuppili river and a feeder of the Chicacole river. Rajam is on the road between Palcondah and Vizianagram, twelve miles from the former place.

6. I spoke above of the new trunk line to Chicacole. This begins near Bimlipatam, and the distance to Chicacole is just forty miles. The Department of Public Works got on very briskly with it at first, and about eighteen miles are completed, i. e., from Bimlipatam to the river which disembogues at Mentada; but here it stops for want of funds. The most difficult moiety, however, has been completed, and if the rest could only be traced, it would be a great convenience to traffic.

1. Submitted for the information of Government, with reference to paragraph 53 of their Proceedings, in the Revenue Department, 2nd October 1865, No. 2,379.

2. There is no doubt that, in order to develop and increase the salt trade of the District, the roads mentioned by the Collector should be pushed on as quickly as possible.

No. 194. ORDER THEREON, 9th August 1866, No. 2,000.

Separate Revenue, No. 8.
Salt.

Ordered to be recorded.

(True Extract.)

(Signed) J. GROSE,

Under Secretary to Government.

To the Board of Revenue.

Exd. T. Cartledge.

No. 3. October 1865 N 25. 21

Rev. 1866. Department.
Pro: of Govt for August

No. 2388
PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 1st August 1866.

Supd. - ~~_____~~
Rd. L. - ~~_____~~

No. 5,274

Submitting with remarks letter from Col-
lector of Vizagapatam. reporting on salt roads
for 1865-66.

Rec. **RECORDED.**

gett-108 L. C. L. W. M.

N. 1934/194

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