Revenue Nos

No. 2784.

Govt. of {1869} Madras.

PUBLIC WORKS.

To

THE SUPERINTENDING ENGINEER,

4TH DIVISION.

&c., &c., &c.

Dated August, 17th.

Read. 19th. *Encl.*

G. O., 17th August 1869, No. 2,706.

AUGUST.

Nos. 365-366

Salt roads.—Passing orders on the Proceedings of the Board of Revenue reviewing the report of the Collector on the state of Salt roads in the Madras District during 1868-69.

No. 106.

Received

Proceedings of the Madras Government, Public Works Department, 17th August 1869.

No. 3165. Read the following Proceedings of the Board of Revenue, dated 26th July 1869, No. 5,420.

Read the following letter from the Collector of Madras, to the Acting Secretary to the Board of Revenue, dated Sydapet, 8th June 1869, No. 174 :—

I HAVE the honour to report upon the condition of the Salt roads in this district, during the past official year 1868-69. They are five in number, namely :—

1. From Cheyur to Chotapakum.
2. From Chunampett northward to join the line between Cheyur and Chotapakum.
3. From Chotapakum towards Wandewash to the frontier of the district.
4. From Kelambaukum to Chingleput.
5. From Covelong or Kelambaukum to Vendalur.

Road No. 1 from Cheyur to Chotapakum.

2. Upon line No. 1, out of the estimated amount of Rupees 9,540 for gravelling and building three culverts, Rupees 3,902-10-1 have been spent during the year, and 10 out of 14½ miles of its whole length have been finished. The remaining 4½ miles having been provided for in this year's Budget, it is hoped that the road will be fully opened to traffic by the end of the year.

Road No. 2 from Chunampett northward to join the line between Cheyur and Chotapakum.

3. Line No. 2, although a purely Salt road and included in the Salt works Budget for 1869-70, and stated by the Board in their Proceedings of the 7th May 1869, No. 3,099, paragraph 5, to have been included in the Public Works Budget of that year, does not appear to have been so. I beg to recommend, therefore, that this line may be now provided for out of the Reserve of this year of 25,000 Rupees, from "Petty Construction and Repairs."

Road No. 3 from Chotapakum towards Wandewash to the frontier of the district.

4. Upon this, the sum of Rupees 3,506-8-0 was expended during the year, but that chiefly upon works preparatory to laying out the line, such as clearing jungles, throwing up embankments, cutting side channels, &c.

Road No. 4 from Kelambaukum Salt pans to Chingleput.

5. This road is like No. 2, a purely Salt road, and has been reported as such by the Salt Deputy Collector, Mr. Smith, and considered by the Superintending Engineer, Colonel Boileau, to be a most necessary line for that description of traffic. It was nevertheless disallowed as such by the Board, in their Proceedings of the 9th October 1868, No. 7,222, and in substitution of it, line No. 5 ordered to be adopted.

6. This appears to have been a mistake, and in my letter of the 23rd August 1865, No. 259, I explained that line No. 4 would be the better one, and the Board, after consultation with one of their members (Mr. Clarke) agreeing with me, cancelled their order, and permitted the line No. 4 to be again brought on to the list of Imperial (salt) lines.

7. I send, herewith, copy of a letter from the present Superintending Engineer, 4th Division, Colonel Bean, from which the Board will see how he also is of opinion that the line No. 4 is the best suited for developing Salt revenue. I therefore beg that the line No. 5 may be abandoned, and no more entered in the Imperial Budget, especially as so little* has been expended upon it, and the large sum of Rupees 3,000 has been sanctioned, and Rupees 9,083 expended upon a local line, namely, from Kelambaukum to Madras, *via* Lattice bridge running almost parallel with it.

* Rupees 1,000.

8. Upon No. 4, Rupees 1,754 have been expended, but little more than clearing and marking the line was accomplished.

9. With reference to the Board's question as to why no report was sent last year, I beg to state that as no expenditure of any consequence was made, a separate report was not considered necessary.

ENCLOSURE No. 1.

From the Acting Superintending Engineer, 4th Division, to the Collector of Madras, dated 5th June 1869, No. 1,290.

With reference to your letter, No. 173, dated 13th May 1869, disapproving of the new road from Kelambaukum or Covelong to Vendalur being taken up on account of its want of importance as a Salt road, or even as a main line of communication in the district, I have the honour to inform you that as Government have entered this line in the Imperial list of roads, and sanctioned a specific sum in the current Budget for its execution, I cannot put a stop to the work without their orders.

Government Order, No. 1,314, dated 20th April 1869.

2. From a perusal of the orders and correspondence passed on this road, I am constrained, however, to say, that from some unaccountable misconception or misunderstanding in the preparation of the lists in your department, this line has been sanctioned as one of the three Imperial Salt roads in your district.

Vide Government Order, No. 1,725, dated 19th Sept. 1863, Revenue Department.

3. An estimate, amounting to Rupees 25,100, was forwarded by Colonel Boileau, and sanctioned by Government, in Order No. 1,108 of the 26th April 1865, for making this road.

4. In your letter to the Acting Secretary to the Board of Revenue, dated 23rd August 1865, you pointed out that a far better line, in substitution for this one, could be taken from Kelambaukum to Chingleput, and the Board in Proceedings of the 29th September, No. 6,151, concurred in your view, and recommended to Government the substitution accordingly, and that the above estimate should be cancelled, which was transferred to the Public Works Department, in Order of the 12th October 1865, No. 2,470, and the estimate cancelled in Government Order, No. 3,096, of the 17th October 1865.

5. In the Order of the 11th November 1868, No. 2,831, Revenue Department, passing orders on the classification of Imperial roads, this communication turns up again as one of the three Imperial Salt lines, and I observe that in the past official year, you granted Rupees 3,000 towards the

construction of the line, which was subsequently reduced to Rupees 1,000 from special funds, and the money was laid out by Mr. Sub-Engineer Ottman.

6. I cannot account for this road appearing in the list, as, subsequent to the above Order of Government, I had submitted an estimate to Government for the alternative line to Chingleput, which had been † sanctioned, and only awaited an allotment of funds.

† Government Order, No. 1,787, dated 14th June 1867.

7. In the current Budget, opposite the entry for this work in the remark column, Government called for the estimate and entered the road in the list of works requiring estimates, at the end of the order passed on the Budget.

8. I was consequently obliged to report that the estimate had already been submitted, and I pointed out that it had been cancelled by Government in 1865. My letter was recorded by Government, and I enclose a copy of the Order, No. 1,314, of the 20th April 1869.

SUBMITTED to Government, with reference to Government Order, 2nd October 1865, No. 2,379.

2. The statement that the road from Chunampett northward to join the line between Cheyur and Chotapakum was entered in the Public Works Budget, seems to have been a mistake. The Board resolve accordingly to put the sum of Rupees 5,000 at the disposal of the Collector from the Reserve under "Petty Construction and Repair." If it is found further on the year that a larger amount can be granted, it will be given. The Collector should call attention to this a little later in the year, or it may be lost sight of.

3. The Board resolve to request Government to allow the road from the Kelambaukum Salt pans to Chingleput to be entered in the list of Imperial Salt roads, instead of the road from Covelong to Vendaloor. On reconsideration, they agree with the Collector that the latter line should be abandoned in favour of the former one.

4. The Board observe that the sanctioned allotment from local funds for the road from Kelambaukum to Madras was Rupees 6,000.

No. 366. ORDER THEREON, 17th August 1869, No. 2,706.

CIVIL WORKS, No. 46.

COMMUNICATED to the Superintending Engineer of the 4th Division.

2. Under the circumstances brought to notice, the Government approve of the road from the Kelambaukum Salt pans to Chingleput being entered in the list of Imperial Salt lines instead of that from Covelong to Vendaloor.

3. The Superintending Engineer of the 4th Division will report whether any and what expenditure has been incurred on the latter line from the provision of Rupees 6,000 entered for it in the current year's Imperial Budget, and whether the estimates sanctioned in G. O., No. 1,787, dated 14th June 1867 for the line from Kelambaukum to Chingleput will require revision.

Item No. 284.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Superintending Engineer, 4th Division.
,, Revenue Department.
,, Board of Revenue.
,, Controller of Public Works Accounts.
, Accountant-General.