No. 185. Read the following Proceedings of the Board of Revenue, dated 21st September 1871, No. 4,057 :—

Read the following letters :—

From the Acting Collector of Chingleput, to the Acting Secretary to the Board of Revenue, dated Sydapet, 5th June 1871, [illegible]

Among the estimates submitted for sanction with my letter No. 186 of the 6th ultimo, there is one, amounting to Rs. 24,330, for excavating certain boat-channels and forming a road at Covelong. To carry out this work a sum of Rs. 8,500 is allotted in Part I. of the current year's budget of Petty Construction and Repairs (Item No. 43).

2. In his letter of the 27th ultimo, No. 260, of which a copy is enclosed, the Deputy-Collector in charge of the Salt Department states that the works in question are required to facilitate the transport of salt from the pans to the storage platforms, and that for want of them the manufacturers are subject to no little inconvenience and loss, and urges in consequence the completion of the channels at all events at an early date.

3. Under these circumstances I have the honour to request that the Board will be good enough to return sanctioned, as soon as possible, the plan and estimate for the works referred to.

4. I take this opportunity to request that the other estimates forwarded with my letter may also be sanctioned at an early date.

Enclosure No. 1.

From the Deputy-Collector in charge of Salt, to the Acting Collector of Chingleput, dated Covelong, 27th May 1871, No. 260.

Among the other works sanctioned for execution in the current year under Part I. of the "Petty Construction and Repair" List, * is an estimate, amounting to Rs. 8,500, for excavating certain channels and forming a road in this Division.

* Received with Board's Proceedings No. 1,606, dated 18th April 1871.

2. The object of this work is to facilitate the transport of the salt from where it is made in the pans to the storage platforms on the beach, and the manufacturers generally have come forward in a body and begged of me to have this work carried out immediately; they are willing to undertake the contract for the excavation of the channels themselves, and they offer to finish the work in one month.

3. There can be no doubt that the manufacturers must suffer much loss by the present means of transport over a muddy and sandy track on miserable bandies; the people on the Kelambakam or western side of the main canal are particularly badly off, and their salt undergoes six different removals from where it is first scraped on the ridges in the pans to where it is stored on the platform, and the deterioration in quality as well as loss in quantity that must necessarily be the result of these many shiftings from one place to another must be something very great. To expect the salt to be in a good state or equal to what it was when it was first scraped at the time it is taken into store is to look for an impossibility, and it is no doubt these difficulties and losses that cause the manufacturer's importunity for the new channels and road.

4. I have myself seen the bandies dragging their way along the heavy sand-ridge to be got over before they can reach the platform from the pans. It is with trouble four trips a-day can be made; the ordinary work is three trips which, at 10 maunds or 820 lbs. per bandy, gives on an average 8 Annas per diem, as the daily hire of a bandy, at 1 Rupee 12 Annas the garce; the rate now paid to the bandy-men, 1,000 lbs. or a little more than 12 Indian Maunds, is reckoned an ordinary bandy-load, and I have known cases where 14 to 15 Maunds are carried away with good [illegible] work.

Thus it will be seen that the present means of transport of the salt in this Division is disadvantageous in every way, and I have the honour therefore to lay the manufacturers' difficulties before you, and request that formal sanction may be at once obtained for the estimate mentioned in paragraph 1 above, so that it may be possible to make use of the channels at least, if not the road, in the transport of the salt now under manufacture in this Division.

From the Acting Collector of Chingleput, to the Secretary to the Board of Revenue, dated Sydapet, 21st August 1871, No. 391.

With reference to paragraph 5 of their Proceedings dated 19th June last, No. 2,463, I have the honour to invite the attention of the Board to my letter of the 8th idem, No. 241, and to the one from the late Salt Deputy-Collector, Mr. Plunkett, No. 260, dated 27th May last, therewith forwarded, in both of which the necessity for excavating a salt-channel and a boat-basin, and forming a road to the salt-platform at Covelong was explained.

2. I beg also now to forward another letter (with plan to be returned) from Deputy-Collector Chentsal Row, which affords further explanation as to the necessity for the said work, and request that, under the circumstances therein stated, the early sanction of Government may be obtained for proceeding with it.

3. As regards the bridge required to connect platforms Nos. 1 and 3 at the Madras Kotaurs, it appears that the one now estimated for will not answer the end desired by the bridge alluded to in the correspondence quoted by the Board, though, when estimated for, it was intended to be in lieu of the said bridge; and I have therefore requested the Executive Engineer in charge of the East Coast Canal to furnish me with an estimate and plan for one as recommended by the Deputy-Collector to answer both for the railway and as a salt communication.

From P. CHENTSAL ROW, Deputy-Collector in charge of Salt, to the Acting Collector of Chingleput, dated Madras, 7th August 1871, No. 434.

Adverting to the paragraph 5 of the Board's Proceedings dated 19th June 1871, No. 2,463, and your letter dated the 26th July last, No. 805, I have the honour to report as follows:—

2. The salt manufactured at Covelong is now delivered by the manufacturers at certain temporary platforms, from which it is carried to the salt depôt at the beach on carts at Government expense. The excavation of the channel and the formation of the road now proposed are intended to facilitate the conveyance of salt from the pans to the sale depôt, and thereby to reduce expenditure attending it.

3. The accompanying sketch will show the situation of the pans, the places where salt is now delivered by the manufacturers, their distance to the depôt at the beach, and the direction of the channel now proposed to be excavated.

4. The transport of salt from the temporary platforms to the beach now costs Government about 3,500 Rs. a-year at Rs. 1-12-0 per garce. When the channel now proposed is excavated, and a road formed from the basin, the cost would not exceed 1 Rupee per garce, or, in other words, it would give us an annual saving of about Rs. 1,500.

Proceedings of the Madras Government, Revenue Department,
18th October 1871.

5. Besides the pecuniary gain above pointed out there are other advantages which recommend the project. The storing of salt is now very slow, and is not completed before the monsoon [illegible], owing to the limited number of carts available at the place and the absence of a made road. [illegible] consequence is that the salt deteriorates, its quantity is reduced, and the manufacturers are [illegible] able to draw their Kudiwarum early. All this inconvenience and loss will be avoided by the [illegible] channel and the road proposed, and the manufacturers will also be gainers by being saved the [illegible] and expense of bringing the salt to the [illegible] platforms where it is now delivered, as [illegible] can hereafter deliver it close to their pans at the bank of the proposed channel or of any other [illegible] connected with it, whence it will be taken by Government on boats to the basin and thence [illegible] to the depôt, all within one-fourth the time it now occupies and half the expense now [illegible] red. I may also observe that, when the channel is excavated, it will answer the purposes of [illegible] around the pans situated east to the canal and materially add to their security.

6. As regards the bridge to connect the eastern and western platforms in the Madras Cotaur, [illegible] Harington has informed me that the one now estimated for will not answer the purposes [illegible] ded to be fulfilled by the wooden bridge on screw piles referred to by the Board. It will not [illegible] efficiently strong for a railway to be led on, and therefore a more expensive structure is needed. [illegible] Harington states that, if the Board desire it, he will submit a plan and estimate for such a [illegible] e, and I request that he may be called upon to do so, the Covelong project being in the mean- [illegible] sanctioned.

7. The original estimates and plans received from your office are herewith returned.

Enclosures Nos. 2 and 3.—Plans.

Enclosure No. 4.—Sketch.

Enclosure No. 5.—Estimate.

	Rs.
Excavating a salt-channel and a boat-basin and forming a road to the salt-platform at Covelong ...	24,330
Constructing a bridge of three arches over Cochrane's canal to connect salt-platforms Nos. 1 and 3 in the Salt Cotaurs, Madras ...	14,000

In these letters the Collector furnishes the explanation called for in regard to two salt-works referred to in paragraph 5 of Board's Proceedings, 19th June 1871, No. 2,463, recorded in Government Order, 8th July 1871, No. 1,179.

2. The first of them comprise the excavation of a salt-channel, the construc- [illegible] of a boat-basin, and the making of a road for facilitating the transport of [illegible] from the pans to the platform on the beach at Covelong. The works are [illegible] nated to cost Rs. 24,330. The project is good in every way, and the work is [illegible] ntly needed. At present the transport of salt to the platform is done by the [illegible] mon carts over a sandy and difficult soil at a great sacrifice of time and deterioration and loss of salt to the manufacturers. Sometimes the risk of not getting the salt to the platform at all before the heavy rains is very great, and the rising importance of the export trade in salt at this depôt requires that these uncertainties and inconveniences should be removed as soon as possible.

	Home Consumption. Maunds.	Export. Maunds.
1276	5,655	25,000
1277	6,377	37,260
1278	8,849	241,660
1279	5,118	264,280
1280	3,528	208,220

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18th October 1871.

3. From the Deputy-Collector's letter it is observed that he calculates on a saving of Rs. 1,500 per annum in the present cost of transport. This estimated saving, even if correct, is less important than other advantages expected from the work. Against this saving, too, must be set off the annual cost of repairs to the boat-channel and the roads.

4. The Board therefore recommend the estimate for this work for immediate sanction of Government. A sum of Rs. 8,500 is provided in the budget for expenditure on this work during 1871-72.

5. As to the three-arch bridge estimated to cost Rs. 14,000 and intended to connect the eastern with the western platforms in the Madras Cotaur, this is now considered by the engineer to be unsuited to the purpose, as it will not be sufficiently strong to be used as a railway bridge. The Collector will request Mr. Harington to prepare an estimate and plan for a bridge that will admit of a line of rails being laid on it and for the passage of people employed in the Cotaur.

No. 186. ORDER THEREON, 18th October 1871, No. 1,811.

Separate Revenue, No. 9.
Salt.

THE execution of the works at Covelong at an estimated cost of Rs. 24,330 is sanctioned.

(True Extract.)
(Signed) W. HUDLESTON,
Secretary to Government.

To the Board of Revenue.
,, the Public Works Department.
,, the Accountant-General.

Govt. of {1871} Madras.

REVENUE.

To

THE BOARD OF REVENUE,

&c., &c., &c.,

Dated October 18*th*.

Recd. 1871.

G. O., 18th October 1871, *No.* 1,811.

OCTOBER.
Nos. 185-186.

Salt-works at Covelong in Chingleput District.—Estimate amounting to Rs. 24,330 for construction of certain —, sanctioned.

No. 3209

Rev. 1871. Dept.

Board of Revenue,

MADRAS.

PROCEEDINGS, 21ST SEPTEMBER 1871, No. 4,057.

Dept. 20 Oct. 71

Received. 9 October

Encl. 4 Dec.

SEPTEMBER.

No. 4,057.

No. 1811 – 18 October 1871

Salt Works.—Estimate, amounting to Rupees 24,330, for excavating a salt channel and a boat basin and forming a road to salt platform at Covelong in Chingleput District, submitted for sanction of Government.—Collector directed to ask Executive Engineer to prepare a plan and estimate for a bridge to connect eastern and western salt platforms of Madras Cotaurs, which will admit of a line of Rails being laid on it.