

174
(1) Number of Pages 4
(2) Date of repair 16-3-66
(3) Initials of the Referencer [Signature]

MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Rw DEPARTMENT

G.O. No.	174	Press
B.P. No.		Mis.
Dated	28 Aug	1873 196

Not to be folded or roughly handled

PROCEEDINGS OF THE BOARD OF REVENUE, dated 15th August 1873.

Read the following letter from H. S. THOMAS, Esq., Collector of South Canara, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Mangalore, 18th July 1873, No. 1,123:—

I HAVE the honour to submit, for the information of the Board of Revenue, the enclosed copy of a report from my Deputy, in charge of the Salt Department, on the Salt roads in this district.

2. There are in the district in all eleven Salt stations as per margin, the first three of which are manufacturing stations, and the rest Depôts, established at various places for the sale of salt.

1. Baidur.
2. Angalli Division containing Depôts at Merdi. Arebet. Devaragara. Vaderhobli.
3. Harnad division containing Depôts at Yelur. Hemmadi. Chellanmukki.
4. Mabukal.
5. Uddyawar.
6. Mulki.
7. Mangalore.
8. Manjeshwar.
9. Kasargode.
10. Nileshwar.
11. Panemangalore.

3. There is but one Inland Depôt in the district, which is placed at Panemangalore for the convenience of the Inland traders and purchasers from above the Ghauts. There were formerly more* Inland Depôts, but they were abolished under orders of Government, as unprofitable.

4. Mr. Ball's report shows the new roads opened and the existing ones repaired or improved. The former consist of four short lines made with the

* Baje Haladi Wondse.

view of connecting the Salt Depôts with each other or with the neighbouring district roads. They will not, however, be available for cart traffic until bridged. Mr. Ball has been desired to expedite the submission of estimates.

5. As regards the further improvements desirable, a reference to Mr. Ball's skeleton map enclosed will show his proposals. A glance at my map will show mine. In each case the Salt Depôts are marked with a red asterisk, the salt roads existing and proposed with lines and dotted lines in red ink; other district communications leading to these salt links are marked in black ink.

6. The Salt lines from Hunsemakki to Basrur which it is proposed to retrace, avoids a long circuit. The cost of retracing it cannot, in my opinion, be charged to Local Funds as it is essentially a Salt road. I have requested Mr. Ball to get an estimate prepared for retracing it. In the meantime its maintenance, Rupees 40, has been increased to Rupees 100.

7. The line from Siddhapur to Neralkutta links the new Hyderghur or Hossangadi Ghaut with an existing newly opened road to many Salt pans. If its construction is approved it should be treated as a Salt road. The Local Fund Board have kept in abeyance the proposed line from Siddhapur to Kandlur as it is uncertain in what direction the traffic will go after the completion of the Hossangadi road, whether to the Port of Kundapur via Shankranarayana (from which there is water carriage to that Port), or to the Port of Hangarkatta near Barkur.

8. I would abandon the proposed line from Neralkutta to Kandlur as a salt road, for there is no salt at the latter place, and would get the Local Fund Board to widen and open for carts the short termination of the Wondse road near Chellanmukki. That will enable the Inland traders to get their Inland products to the port before going back with salt. They will then not have to come empty for salt but have a load each way, and both salt and trade will profit by the arrangement.

9. The necessity for the line to Yellur I do not appreciate, as the Kollur Ghaut traders can get to Baidur. I may be wrong, but am averse to multiplying roads till I am quite sure they are wanted, for their subsequent maintenance becomes a permanent charge.

10. I have a like objection to the line proposed from Santikatta to Bramhawar. There is water carriage from Kokkarni to Mabukal.

ENCLOSURE No. 1.

From J. BALL, Esq., Deputy-Collector, to H. S. THOMAS, Esq., Collector of South Canara, dated Mangalore, 20th June 1872, No. 64.

I HAVE the honour to submit my report on the Salt roads for the past official year 1871-72.

2. The four Salt roads which were recommended by me so far back as 1863 and 1864 and for which estimates were prepared in November 1865, by Mr. Sub-Engineer, Fernandez, have, at last, been opened out, and another cross road, for which an estimate was submitted in 1868, improved during the year. All these roads are marked in red ink on the enclosed sketch.

3. *Neralkutta and Yellur road via Chellanmukki.*—The first of these is the Chellanmukki and Neralkutta and Chellanmukki and Yellur road in the Harnad Division. The length of this road as measured with a 33 feet chain, is 8 miles, 5 furlongs and 16 yards. Rupees 3,600 were sanctioned for it in Government Proceedings of the 24th October 1871. With this sum the road has been opened out to a uniform width of 6 yards and two temporary timber bridges on timber piles with 6 feet roadway erected across the Jalady and Yellur streams. The first of these streams is about 450 feet in width, while the second is about 45 feet. There are besides several other smaller drains on this road which have all been temporarily bridged over with branches of trees, etc.

4. To make this road more generally useful, I would respectfully beg to suggest its being connected with the new Hossangadi ghaut line at Siddhapur, on the east side, and with the Kollur ghaut line near Jedkal on the north. This latter branch line becomes the more necessary as the Inland Salt Depôt at Wondse, the southern terminus of the Kollur ghaut line, has been lately abolished, and as Yellur is to the north of the Kundapur and Wondse river, its connection with the Kollur ghaut road will prove of the greatest advantage to the Inland traders who will be saved the trouble and inconvenience of crossing the river. I am sanguine that if these small branches of roads are opened out, the salt sales in the Karnad Division will be more than doubled in a few years.

5. I am given to understand that it is in contemplation to open a new line of road from Siddhapur to Kandlur out of Local Funds. If the road I recommend from Siddhapur to Neralkutta, be opened out, a branch line about the length of the contemplated Local Fund Road between Neralkutta and Kandlur will be all that is necessary to connect the Hossangadi ghaut line with the latter place. These roads are marked in dotted red lines on the sketch.

6. *Basrur and Koteswar road.*—The second road opened out is one leading from Basrur to Koteswar via the Merdi (Angalli Division) and Arebet (Vaderhobli Division) Kotars, and for which Rupees 1,600 were sanctioned by Government on the 13th May 1868. The length

of this road with the two junctions with the Koteswar and Haladi road is 4 miles and 160 yards. About 2 furlongs of this road in the vicinity of the Kotars leading by houses and gardens are not fully 6 yards wide, the remainder is all of that uniform width. The small road (length 2 furlongs and 210 yards) leading from the Arebet Kotars to the river and which was opened out to 3 yards in 1866 has also been widened to 4 yards.

7. *Arebet and Kundapur road.*—The third road is one leading from Arebet Kotars to the Koteswar and Kundapur high road (coast line) via Devaragara. Its length is 1 mile, 3 furlongs, and 96 yards and is also 6 yards wide. Rupees 1,000 were sanctioned by Government on the 13th May 1868 for this road.

8. Out of the sanctioned amount for roads 2 and 3, besides the road work, temporary timber bridges with 6 feet road way across the Murdakadavu (65 feet width) Kemmannusal (75 feet width) and Babanjanasul (30 feet width) streams together with a number of masonry drains have been erected.

9. The Salt stations of Angalli and Vaderhobli have by the opening out of these roads (2 and 3) been connected with the coast line on the one side and with the Agumbaghaut line on the other. When the road from Hossangadi to Barkur and Hangarkatta which is said to be now in progress is completed, these Salt stations will be connected with the Hossangadi ghaut line also.

10. *Basrur and Hunsamakki road.*—If the old road between Basrur and Hunsamakki (on the Haladi and Koteswar line) which is in great disrepair be put in order, it will greatly facilitate the inland trade between Basrur and Merdi via the Agumba ghaut. A small sum (Rupees 40) has been allotted in the current year's Salt Budget for its maintenance, but as it requires retracing in some portions very little can be done with the amount, and I would beg to recommend a few hundred rupees being allotted to it out of Local Funds. I would gladly undertake the execution of the work.

11. *Bramhawar and Mabukal road.*—The 4th road opened out this year is one measuring 7 furlongs and 20 yards leading from the Bramhawar high road to the Mabukal Salt Kotars and thence on to the river, and for which Rupees 400 were sanctioned by Government on the 13th May 1868.

12. *Udipi and Mabukal road.*—The by-path leading from Udipi and Bramhawar high road towards the Mabukal ferry (length 2 miles, 5 furlongs and 55 yards) has also been improved during the year at a cost of Rs. 330, sanctioned by Government on the 16th January 1869. This road, which is also 6 yards wide, is already much used by travellers being less circuitous than that via Bramhawar, and I was informed, while lately at Mabukal, that it was in contemplation to remove the Post Office from Bramhawar on to this line of road for this reason.

13. *Baidur road.*—Besides the above mentioned road undertaken and completed through the agency of this department during the past year 1871-72, the branch road leading from the high road to the Salt Depôt at Baidur (length 1 mile and 10 yards) has been improved and timber bridges on masonry abutments and some masonry drains erected. Rupees 400 were sanctioned for this road in Government Proceedings of the 16th January 1869.

14. *Santikatta and Mabukal road.*—In May 1868 a proposal was made to improve the bullock track leading from Santikatta to Mabukal and Bramhawar and an estimate amounting to Rupees 500 submitted by the then Tahsildar Narayana Row, but the work has not, I am informed, been carried out. I would therefore respectfully suggest its being undertaken as early as practicable out of Local Funds. Its total length is said to be 13½ miles.

15. To make the new salt roads available for cart traffic it will be necessary to bridge them throughout. I have taken sections of the principal channels and drains and shall submit Plans and Estimates for spanning them with bridges as soon as I am in a position to do so.

(True Copy.)

(Signed) H. S. THOMAS,
Collector.

ENCLOSURES Nos. 2 and 3.—Maps.

SUBMITTED for the information of Government.

2. The existing roads treated as salt roads in South Canara seem to be those strictly required for the salt traffic. Mr. Thomas reports that they have been well maintained and improved but that they still require bridging to fit them for cart traffic. Estimates as promised should be submitted soon.

3. As regards the extensions, Mr. Thomas considers some proposed by his Deputy as unnecessary. The Board would accept Mr. Thomas' recommendations, but they do not consider that the proposed new road from Neralkutta to Siddhapur should be considered as exclusively a salt road; and a portion at least of the cost should be borne by Local Funds. The Board are disposed to approve Mr. Ball's proposal to connect Yelur with the Kollur ghaut line, for execution at a future time; but the extension could not be considered as made exclusively in the interest of the salt revenue.

(True Copies and Extract.)

H. E. Mohan

Acting Sub-Secretary.

To the Secretary to Government, Public Works Department, with two Maps.

Copy to the Acting Secretary to Government, Revenue Department.

.. to the Acting Collector of South Canara.

Exd. G. A. Turton.

Board of Revenue,
MADRAS.

1873.

PROCEEDINGS, 15TH AUGUST 1873, No. 1,584.

Sept 23 Aug 11/73
Encl.

Received

AUGUST.

No. 1,584.

28 Aug 73
10/14
Salt roads—of South Canara District—
Report from Collector on — for 1871-72, sub-
mitted to Government with remarks.