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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.	2433	Press
B.P. No.		Mis. ✓
Dated	19.10.1876	196

Not to be folded or roughly handled

Salt Roads.

No. 26. Read the following Proceedings of the Board of Revenue, dated 25th September 1876, No. 2,437.

Read the following letter from the Collector of the Chingleput District, to the Acting Secretary to the Board of Revenue, dated Sydapet, 8th September 1876, No. 517:—

I have the honor to submit my report on the condition of the salt roads in this district during the year 1875-76.

1. From the Town of Cheyur to the salt pans.
 2. Do. Allathur to Thenpakkam.
 3. Do. Tirupur to the Covelong salt pans.
2. There are but three roads in the district, and all of them lie in the sub-division.

3. The road from the Town of Cheyur to the salt pans (two miles) is reported by the Sub-Collector to be in good order, though no allotment was provided for its maintenance in the Budget of Petty Construction and Repairs for 1875-76. It was in admirable order when I inspected it last year.

4. The road from Allathur to Thenpakkam is twenty-six miles long, of which only eight miles lie in this district. The same being in a bad condition and unfit for traffic, two estimates, amounting to Rupees 3,000 and Rupees 3,250, respectively, submitted by the late Acting Collector Mr. Melville, were sanctioned in Board's

No. 8,459, dated 14th Sept. 1873.
" 2,080, " 26th July "

Proceedings noted in the margin, one for repairing the road from the 22nd to the 26th mile, and the other for diverting the line from the 19th to the 21st mile, which passes through swampy soil, by constructing a new road from Pudupet to Chinnampet. The aggregate allotment of Rupees 6,000 was placed at the disposal of the Talukdar of Madurantakam, to whom the execution of the works was entrusted. The repairs to the old line from the 22nd to the 26th mile have been completed and considerable progress been made in the construction of the new diversion line. The Talukdar, however, now reports that this line is objectionable for many reasons, and recommends that the rest of the work be deferred till after the monsoon is over, the 19th, 20th, and 21st mile of the original line being put in passable order meanwhile. I shall address the Board further on receipt of certain information regarding this diversion track.

5. The roads from Tirupur to the Covelong salt pans (5.6 miles) are in very bad order, but have been never really made, the first two miles and a portion of the 3th mile being just passable and the rest cut up in several places. No expenditure was incurred on the road during the year under report, as the quantity of water retarding or abandoning the same had not been finally settled. I have recently been in communication with the Sub-Collector, Sub-Collector, and the Superintendent of Engineering on the subject, and have now come to the conclusion of repairing the existing line from Tirupur to Covelong via Kelambakam in preference to one on the other side of the tanks as suggested by the Executive Engineer.

*Proceedings of the Madras Government, Financial Department,
3rd October 1876. No. 1779.*

Submitted for information of Government.

2. The Board await the report promised in paragraph 4.

(A true Copy and Extract.)

(Signed) E. GIBSON,
Acting Sub-Secretary.

No. 27.

ORDER TREASURY, 3rd October 1876, No. 1779.

Communicated to the Public Works Department.

(True Extract.)

Chief Secretary

To the Public Works Department,
Board of Revenue,
Revenue Department.

Per: P. B. R. R. R.

On my way

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Shelton