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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

G.O. No.	4416416 ①	Press.
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Dated	8. 8. 1877	197 .

Not to be folded or roughly handled

No. 3,279.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 13th July 1877.

Read the following letter from G. D. LEMMON, Esq., Collector of the Kistna District, to H. E. STOKES, Esq., Secretary to the Board of Revenue, dated Kacheri, 30th June 1877, No. 1,386 :—

I HAVE the honor to report* on the Salt Roads of the district; their condition is not in any way altered since my last report.

* For 1876-77.

2. *Pandraya*.—The road most used by salt traders is the Tiruvur to Pandraya road.
3. From Tiruvur to Nuzvid it is merely a clearance of the jungle; from Nuzvid to Perikid a good road; and from Perikid to Pandraya a mud embankment with all the drainages that it crosses bridged. There is nothing to prevent the Brinjari cattle coming the whole way easily. The maintenance allotment of the whole line sanctioned by the Local Fund Board is Rupees 1,940. This road was not used for salt traffic last year; the fear of want of food for their cattle kept the Brinjaries away from the Kotar.
4. There are no station roads, nor are any wanted. The places of storage of salt are in a dry sandy plain and are of easy access by the cattle.
5. *Mangenapudi*.—Purchasers resort to this kotar from Gudivada side and from Masulipatam, and from either place there is a sandy tract from four to five miles wide to be crossed. The Local Fund Board have not yet been able to provide funds to make roads through this.
6. The scheme for a canal from Masulipatam to Mangenapudi is still in abeyance as no funds have been allotted to it.
7. The station roads were kept in good order at a cost of Rupees 42 for the year.
8. *Nizampatam* is approached by the Repilli road, the only made one. It is not in good order; but the maintenance is Rupees 800, and it is being improved.
9. There is a cross country track, which meets the Bapatla road at Buddam, that is a good cart road in dry weather.
10. I have just made arrangements for a good bullcut, or large ferry-boat, for the creek that intervenes between Nizampatam and Bapatla. The creek is tidal and muddy and consequently very difficult to cross except at high tide; but I hope this boat will facilitate matters.
11. The present road from the Guntur site runs through the salt-pans and will be closed to public traffic as soon as the road round the pans is completed.
12. The Range Officer has promised to take it in hand at once.
13. The station roads are fair, and have been kept up at a cost of 83 Rupees.
14. *Ohina Ganjam*.—The road from Bapatla and the last three miles of the only other approach from Inakole are merely sandy tracks. The salt is chiefly carried on bullocks, and they have no difficulty from such a road.
15. The station roads are in good order, and were kept up at a cost of Rupees 174-3-9.

SUBMITTED to Government with reference to G.O., dated 2nd October 1865, No. 2,379, paragraph 53.

(A true Copy and Extract.)

H. E. Stokes
Acting Sub-Secretary.

To the Chief Secretary to Government, Financial Department.

Copy to the Collector of the Kistna District.

.. to the Secretary to Government, Revenue Department.

Ed. J. Wright.

4416

Revenue Department

S *CP 335/80*
1877.

BOARD of REVENUE,
MADRAS.

PROCEEDINGS, 13TH JULY 1877, No. 3,279.

(20th 6/18/77)

Encl.

Received

17 August

JULY.
No. 3,279.

*Salt Roads—in Kistna District.—Submitting
to Government Collector's report on — for
1876-77.*

25/4/16
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