

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

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*Proceedings of the Madras Government, Marine Department,
27th June 1860.*

No. 47. Read the following Proceedings of Government, in the Public Works Department, dated 2nd June 1860, No. 1,149.

Remarking on certain points in the report (forwarded with the Chief Engineer's letter, dated 27th January 1860, No. 9,653) from Major Horsley, Deputy Chief Engineer, Northern Circle, of a tour of inspection in Ganjam in December 1859. (Vide Proceedings, Public Works Department, dated 2nd June 1860, Nos. 27 and 28.)

No. 48. ORDER THEREON, 27th June 1860, No. 228.

The foregoing Proceedings will be communicated to the Superintendent of Marine, for report on the points noticed in paragraphs 3 and 4 of the Order therein.

2. In the Order of the 18th February last, No. 73, the Government assented to the proposed extension of Act XXII, 1855, to the Ports of Munsoorcottah and Calingapatam, as well as to that of Ganjam, if an Officer could be found to discharge the duty of Conservator at this last Port. Mr. Franklin will be requested to expedite the transmission of the papers and information called for with respect to these Ports.

3. Referring to paragraph 10 of Major Horsley's letter (3rd January 1860), Mr. Franklin will state what tonnage duty was levied on vessels anchoring in the Port of Calingapatam and why it was discontinued in 1858-9.

(Signed) T. PYCROFT,
Chief Secretary.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following letter from Colonel J. H. BELL, Chief Engineer, to the Secretary to Government, Public Works Department, dated Chepauk, 27th January 1860, No. 9,653.

In letter dated 3rd January 1860. 1. I have the honor to submit the accompanying Report from Major Horsley, Deputy Chief Engineer, Northern Circle, of a tour of inspection in Ganjam, in December 1859.

1 Letter dated 3rd January 1860, from Deputy Chief Engineer, Northern Circle.
1 Map.
1 Report.
1 Statement.

No. 2,167, dated 24th November 1857.

2. Major Horsley has arranged the subjects of his Report according to the order in which they stand in the Extract from the Minutes of Consultation, reviewing Lieutenant-Colonel (Major-General) F. C. Cotton's Report of his tour in 1856. Leaving Major Horsley in general to speak for himself, I shall remark only upon such points of his Report as seem to require special notice.

3. Paragraph 4. The Estimate for a Branch road from Trunk Road No. 6, to Mansúrkotta, called for by Government on the 25th of June 1859, arrived too late for entry in the Budget, and has, on account of the restriction ordered by the Government of India, been detained in this Office.

In No. 1,567.

Communicated in Proceedings of Madras Government, dated 19th Decr. 1859, No. 2,962.

4. Paragraph 10. I observe with satisfaction the notice of the increase of exports at Calingapatam. The remarks as to the want of a Signaller and a Signal Lantern will be communicated to the Superintendent of Marine.

* Rupees 24,000.

5. Paragraph 12. The balance amounting to Rupees 8,415 of the Estimate* for the Chicacole and Calingapatam road is in the Budget.

6. Paragraph 13. It would appear that the Canal from Naupáda Salt Pans to Calingapatam recommended by Major General Cotton is not likely to be required, at least as an isolated work, though it might form part of a general line.

In letter dated 12th July 1856, paragraph 35.

7. Paragraph 14. The Estimate of Rupees 88,300, corrected to 90,100 for a Bridge over the Bairi River was postponed in the Order of the 3rd of January 1857, No. 11.

No. 239.

In No. 4,279.

8. Paragraph 17. The letter of the District Engineer of Ganjam, dated October 30th 1858, was submitted to Government by me on the 27th August 1859.

Gazette, 17th January 1860, page 101.

9. Paragraph 18. Captain Wright has been recently appointed to the charge of the Kimidi Marammat Department.

10. Paragraph 20. No assignment for 1860-1 has been made for the portion of Trunk Road No. 6, between Itchapore and Santoshapuram, the Budget being filled up with other works considered of greater importance.

Order of Government, 21st December 1859, No. 2,961.

11. Paragraph 22. The Reports of the District Engineer on the Pándi River Bar were submitted with my letter of the 29th October 1859.

12. Paragraph 24. The Estimate amounting to Rupees 8,820 for the Branch road from Trunk Road No. 6 near Itchapore to the port of Sunapúr, was submitted to Government on the 19th of November 1859, but no assignment for 1860-1 was made, and no Orders have yet been passed on the Estimate.

13. Paragraph 26. No assignment having been made upon the sanctioned Estimate of Rupees 9,500 for the Bári Tank, the extension of Sugar-cane cultivation dependent upon that work must be adjourned to a more favorable time.

Pro. of Govt., No. 2,914, dated 15th December 1859.

14. Paragraph 27. It is very satisfactory to learn that the system of partial bunding of the Mahánadi River above Aska has answered so well. The last Orders of Government on this subject are dated 22nd December 1858 and 14th July 1859.

Nos. 2,743 and 1,709. Vide also page of the printed Budget for 1859-60.

In letter 7th December 1859,
No. 8,049.
Order of Govt., 17th January
1860, No. 122.

15. Paragraph 31. The Estimate amounting to Rupees 56,900 for the road from Russelkonda by the Kalingia Passto Sunkerkol has been submitted to Government, but no provision for the work has yet been made.

16. In paragraph 33, Major Horsley mentions the raising of the export duty on grain and the great increase of revenue therefrom. If a part of the extra duty were appropriated to the maintenance and improvement of the communications, there would be good reason to expect a further increase.

Memo. to Govt., dated
17th January 1860, No.
9,219.

17. Paragraph 36. An unexpended balance of Rupees 4,490 has been allowed for expenditure in 1860-1 upon the road connecting Calingapatam with the Trunk Road at Narsimpetta, and will place the road in good order.

Order of Govt., 16th November
1858, No. 2,411.

18. Paragraph 40. The Estimate of Rupees 48,700 for the road from Aska by Parushotapur to Ganjam has not been submitted to Government on account of the impracticability of providing funds for the work in 1860-1. Consideration of the Estimate for a Bridge over the Mahanadi on the same line of road has been adjourned.

19. Paragraphs 42 @ 44. No provision has been made for the construction of Trunk Road No. 6. It appears to be very bad all the way from Itchapore to Chicacole. Some small improvement may perhaps be made from the Repair Fund of next year.

20. Paragraph 45. Major Horsley writes approvingly of the progress of the District as to works of Irrigation and Communication since Major-General Cotton's visit, and of the exertions of Captain Harington and his First Assistant Captain Philipps. He has desired that some irregularities in the mode of preparing the District Bills and ordinary Estimates may be corrected.

Paragraph 47, No. 7,731.

21. I have, as reported in my letter of the 29th November 1859, taken measures for the adjustment of all the old Bills on which references are outstanding.

22. The accompanying Map illustrates the different topics of Major Horsley's Report.

From Major W. H. HORSLEY, Deputy Chief Engineer, Northern Circle, to Lieut.-Colonel J. H. BELL, Chief Engineer, D. P. W., Fort Saint George, dated Waltair, 3rd January 1860.

1. With reference to Proceedings of Government, dated 20th October 1859, No. 2,472, I have the honor to forward herewith, for your information, a Report on the District of Ganjam, drawn up partly after personal inspection and partly from information obtained from the District Engineer, showing what has been done for the improvement of the District, since Lieutenant-Colonel (now Major-General) F. C. Cotton's Report of Inspection made in the months of March and April 1856; also, what works are now in progress and what are in contemplation, with a view to the further development of the resources of the District.

2. For the sake of easy reference, I have deemed it advisable to treat of each work in the order in which it is reviewed in Extract Minutes of Consultation, dated 24th November 1857. No. 216, passing orders on the above Report, adding thereto such further remarks on subjects not alluded to by Lieutenant-Colonel F. C. Cotton, as appeared necessary.

3. I have also thought it advisable to forward a Report on each District separately, in order that you may be in possession of the same as early as possible.

4. A Sketch Map furnished to me by the District Engineer, showing the direction of the several roads and the position of the various places referred to in the Report, is herewith forwarded.

Report on the District of Ganjam, by Major W. H. Horsley, Deputy Chief Engineer, Northern Circle, after a tour of inspection made in the month of December 1859.

1. *Mansurkotta or Gopālapur Harbour.*—The first work referred to in Extract Minutes of Consultation, under date the 24th November 1857, No. 2,167, is the Harbour of Mansurkotta or Gopālapur. Time did not permit of my visiting this place, but I have obtained the following information respecting it from the District Engineer. The Sea Customs' Establishment has been

1 Superintendent, Rs. 100	
1 Gumasta, " 20	
8 Peons, at 4 Rs. each 32	
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increased and put on an efficient footing, the present Establishment being as per margin. The Superintendent of Sea Customs has been ordered to see that the Commanders of Ships do not discharge their ballast in the roadstead. It has been ascertained by private individuals

and a report to the same effect was made by the District Engineer to the Central Office on the 5th July 1858, No. 112, that the expense of landing the ballast is more than it is worth for road or other purposes. A new Flagstaff has been set up and a complete set of Signals, Marryatt's Code, &c., furnished for the use of the Port; but up to the present time the arrangements for signalling are not so efficient as might be. The District Engineer has been in correspondence with the Collector and Superintendent of Marine on the subject, and it is hoped

Extract Minutes of Consultation, dated 18th April 1859, No. 916.

that, ere long, a properly instructed Signaller will be appointed. Two sets of Anchor Bridle Moorings, one for large and one for small vessels have been sanctioned by the Home Government for this Port, but have not yet been received.

2. The other Ports in Ganjam District have likewise been furnished with Flagstaves, and the Customs' Establishments rendered more efficient, especially that of Calingapatam, which is the same as that given above for Mansurkotta.

3. *Approaches to Mansurkotta.*—The road from Russelkonda to Aska, to which little had been done at the time of Lieutenant-Colonel F. C. Cotton's visit, was completed and open to traffic on the 31st July 1859, as also the detour outside the town of Berhampore. The whole line from Russelkonda, via Aska, Injelli and Berhampore, to Mansurkotta (58 miles) is now complete with metal and bridges. The maintenance allowance for the portion of the road between Berhampore and Aska, has lately been increased from Rupees 120 to Rupees 180 per mile, and for the remainder there is an annual grant of Rupees 120 per mile.

Proceedings of Government, 25th October 1859, No. 2,538.

4. *Approach to Mansurkotta from the North.*—For extensive improvements to Trunk Road No. 6, from the Bengal frontier to Hama, via Ramba, 20 miles, an Estimate of Rs. 14,540, was submitted by the District Engineer to the Central Office and forwarded from thence to Government on the 6th December 1856, No. 8,662, but was returned in Extract Minutes of Consultation, dated 23rd November 1857, No. 2,149, for future submission. It has been again recommended by the District Engineer for entry in the Budget of 1860-1, the road being in very bad order and greatly in need of the outlay therein provided for. Of the total Estimate as above, the District Engineer proposed to spend Rupees 7,000 during the year 1860-1. From Hama to Chatterpore, 10 miles, the road is in first-rate order. With respect to the remaining portion, viz. from Chatterpore to Mansurkotta, Government in their Proceedings, dated 25th June 1859, No. 1,567 (communicated with the Chief Engineer's Proceedings, No. 2,196 of 29th June 1859), disposed of the reference made regarding it, and desired that the District Engineer might be instructed to prepare an Estimate for a new branch line from the North Trunk Road to Mansurkotta. This Estimate amounting to Rupees 2,200 was forwarded to the Central Office, with letter dated 2nd November 1859, No. 290, for entry in the Budget of 1860-1. The branch line will leave the Trunk Road at the village of Ragonadapur and will shorten the distance to Mansurkotta by three miles. For further information regarding this road, see Chief Engineer's letter to Government, No. 9, dated 2nd May 1859.

5. *Canals for connecting Mansúrkotta with the Ganjam River, and the latter with the Chilka Lake.*—The District Engineer in a letter to the Central Office, dated 23rd November 1859, No. 321, reported on the project of opening a Canal from the Ganjam River to Mansúrkotta through the Chatterpore backwater, and gave what appear to be valid reasons for not recommending it. The separate project of a Canal from the Chilka Lake to Ganjam River is considered quite practicable; but the original Estimate of Rupees 21,780, entered in the Budget of 1858-9, requires revision, with reference to the increased rates for labor and materials. The District Engineer has been called upon for a revised Estimate, and he is only waiting for the country to dry up, to have the necessary survey and levels taken.

Letter dated 26th September 1859, No. 5,441.

6. *Bridge over the Nagolia at Chicacole.*—The Returns of traffic called for in the concluding part of the 8th paragraph of Extract Minutes of Consultation above quoted, were forwarded to the Central Office by the District Engineer, with letter dated the 5th April 1859, No. 475. I had an opportunity of inspecting this work and found it to be in excellent condition. I would observe, however, that the approach to it from the south is made for a distance of one mile only. Beyond that, the road to Chittivala, in the Vizagapatam District, though sanctioned and entered in the Budget of 1859-60, Item No. 330, is still under restriction, and consequently the full value of the Bridge is not yet realized by the public.

7. *Dusi Channel.*—This Channel is taken off the Chicacole or Nagolia River, near Guttavilli. The Head Sluice to it, completed in July 1856, is reported by the District Engineer to be in good order at the present time, and to have fully answered the purpose for which it was constructed. The sanctioned Establishment of one Maistry at Rupees 7 and two Lashkars at Rupees 4 each is now employed in distributing water to the various villages.

8. *Road from Chicacole to Pálkonda in Vizagapatam.*—The District Engineer informs me that this Road is metalled and bridged throughout as a second class road and is now in excellent order. It is maintained on the annual grant of 80 Rupees per mile, sanctioned in Extract Minutes of Consultation, dated 24th January 1857, No. 183.

9. *Calingapatam Port.*—The Report called for by Government in the 14th paragraph of the above Extract Minutes of Consultation, was submitted to the Central Office by the District Engineer, under date the 27th October 1859, No. 272, and was forwarded to Government with letter, dated 28th November 1859, No. 7,708. In his letter, the District Engineer gives his reasons for not recommending the project of prolonging the head-land at the northern extremity of the Port. He estimates the cost of the project at between three and four lacs of Rupees, which he, in my opinion, justly considers more than it is worth. He recommends in preference two Anchor Bridle Moorings, the same as have been sanctioned for the Port of Mansúrkotta, and had there been means of this kind for securing a vessel at Calingapatam, it is more than probable that the loss of the "Jeun Albert," in the Gale of the 5th instant, would not have occurred. This vessel of about 400 tons was driven on shore by the violence of the Gale and now lies a perfect wreck on the beach, as I had an opportunity of witnessing on my visit to the Port.

10. *Trade of Calingapatam and Custom House Establishment.*—The Statement of Exports and Imports furnished to me by the Superintendent of Sea Customs, and which is given in the Appendix to this Report shows for the former an increase in the seven months of the present year over the same period in the last, of Rupees 16,744, and of Rupees 3,815 over the highest year since 1849-50. They will probably amount to at least 40,000 Rupees during the current year. While I was at Calingapatam, I heard of orders having been received for the shipment of 40,000 bags of Rice and Oil seeds in the course of the next month. These at 4 Annas a bag will bring in Rupees 10,000 to Government. The Imports are comparatively trifling, the duty thereon amounting to Rupees 510 only in 1858-9 and to Rupees 235 for the first seven months of the current year. The tonnage duty on vessels anchoring at this Port has been done away with since 1858-9. It formerly amounted to about Rupees 1,000 per annum, and if re-imposed would furnish a fund for the payment of a Signalling Establishment, as per margin, which is very much required at this Port. A new Flag-

1 Signaller and 2 Lashkars.

staff has been erected and a complete set of Signals furnished, but there is no one who can use them except the Superintendent of Sea Customs, whose time is otherwise occupied. A Signal Lantern is also needed for making night signals to Ships in the roads.

11. A new Custom House has been built at Calingapatam on an Estimate of Rupees 2,673½, entered in the Budget of 1856-7, and the Establishment connected therewith has been increased as before remarked to the same scale as that at Mansúrkotta.

12. *Road from Chicacole to Calingapatam.*—This Road, which was in such bad repair when reported on by Lieutenant-Colonel F. C. Cotton, has since been completed for the whole distance of 16 miles with an average breadth of four yards of metal, and is now in very fair order, as I had an opportunity of witnessing when riding over it in the course of my tour of inspection. Additional width and metalling are in progress on the balance of the original Estimate of Rupees 24,000, the restriction having been removed by the Order of Government of the 11th July 1859, No. 1,677. It will not be possible, however, on account of the limited allotment for the current official year, to spend more than about Rupees 4,000 before the 1st May next. The remainder should be expended in completing the work as early as practicable in the ensuing official year. This Road is provided with an allowance of Rupees 3,050 per annum, being at the rate of Rupees 190 and 10 Annas a mile, granted for its maintenance from 1st May 1856.

13. *Comparison between Land and Water carriage to Calingapatam.*—The Estimate for a Canal from Naupáda to Calingapatam, Rupees 18,100, entered in the Budget of 1857-8, is still in abeyance, owing to the restrictive orders. Salt is now made at Umáravalli, a mile south of Calingapatam to the extent of about 1,80,000 maunds per annum, and the manufacture will shortly be increased to 2½ lacs of maunds consequent upon the extension of the Pans under progress on an Estimate of Rupees 1,450. Under these circumstances, the above Canal by which to bring the Naupáda Salt to Calingapatam is not so much required at present as it was at the time Lieutenant-Colonel Cotton proposed it. A scheme is under consideration for forwarding Salt to a Depôt on the Wamsadara, or Bairi River at Gunipuram beyond Battili, 60 miles up; and should the Umáravalli Salt Pans not be able to meet the increased demand, which may be expected by the formation of the proposed Depôt, water-carriage from Naupáda to Calingapatam would still be desirable, particularly as the Salt manufactured there is preferred by the Brinjarries from its superior quality and from there being less wastage in transit. The Deputy Collector, Diddi Narasinga Ráu, with whom I had an opportunity of personally conversing on the subject, is of opinion, that by an arrangement of Boats and an Establishment of Coolies on the river to track them up, it will be possible to convey 1,00,000 maunds or 3,673 tons from Calingapatam to Gunipuram during the months of June, July and August, the rainy season in these parts, at a total cost, including interest on prime cost of 14 Boats (each Boat to cost Rupees 550 and to convey 22 tons) of Rupees 2,115, being at the rate of about 2 Pice per ton per mile. The Deputy Collector promised to send me a copy of the paper he is preparing on the subject as soon as he had completed his inquiries, and should I receive it in time, it will form an Appendix to this Report.

14. *Road from Kimidi to Chicacole via Narasannapetta.*—This Road was completed as far as Narasannapett on Trunk Road No 6 in 1856, and since then the Trunk Road itself from thence to Chicacole has likewise been completed with the exception of a bridge over the Wamsadara, or Bairi River; at Bairi, an Estimate for which, amounting to Rupees 88,300, was submitted to the Central Office, in a letter dated 14th November 1856, No. 1,038, but is not yet sanctioned. The District Engineer has reported in reply to the 18th paragraph of the Government Order above quoted, that it is not necessary to metal the line between Narasannapetta and Kimidi as a first class road—the traffic on it not being such as to require it. I rode over the whole distance, 28 miles, and found it in very tolerable order throughout, bridged and metalled where necessary to a width of four yards. It has a maintenance allowance of Rupees 80 per mile. The Aldu tank bund, over which the road runs, had a narrow escape of being breached during the late heavy rains. The water overtopped it near the surplus sluice (the gates of which it appears wear through negligence, not opened in time to allow

of the surplus escaping), and injured it a good deal. It should be repaired without delay from the Kimidi Estate funds. The bund would be all the better for a rough stone revetment in front to protect it from the action of the waves. A bridge of five arches of 45 feet span has been built over the Mahindrattanni River at Kimidi, at a cost of about Rupees 15,500 and was opened to the public on the 1st September 1859. The approaches to it require raising, as they are liable to be overtopped when the river is in flood, besides being somewhat difficult for heavily laden carts.

15. *Sarvankotta Tank.*—It is proposed to re-construct this Tank, called on the spot the Aralirungasagrum, on a revised Plan and Estimate as soon as the Department in Kimidi is properly organized, and efficient superintendence available. I had an opportunity of inspecting it on my way to Kimidi and was much struck with the favorable position which it occupies. If the bund be raised to the required height and a Kalingal of sufficient power of discharge be constructed, a large and valuable reservoir, sufficient for the irrigation of an extensive tract of country will be formed. Inquiries are now being made by the local authorities as to the extent of land capable of being brought under wet cultivation, and the probable return for the outlay. As soon as this information is obtained, the District Engineer will submit the necessary Plan and Estimate for sanction. A report was made on Mr. Walker's proceedings, referred to in the 19th paragraph of the Government Order above quoted, by the District Engineer in a letter, dated 18th May 1858, No. 27, relieving him from blame.

16. *Kimidi Estate and its wants.*—Much has been done towards supplying the wants of the Kimidi Zamindári as far as respects roads since the date of Lieutenant Colonel-Cotton's report, and more is in progress at the present time. I have already reported on the line from Narasannapetta to Kimidi. Another line from Kimidi to Battili via Wáranási is in full progress under Captain Phillipps, and a third from Battili to Heramundalum to join the Kimidi and Calingapatam road at Bontu near Sárvekotta is also in course of construction. A road from Kimidi to Ambajerri at foot of the Ghúma Ghát has lately been completed as a second class road, and the Ghát itself as far as the hill foot of Ghúma is now being cleared of jungle and rocks to allow of the passage of troops. The company of Sappers and Miners formerly employed on this line of road was withdrawn in 1857.

17. The various works recommended for the improvement of the Kimidi Zamindári were reported on by the District Engineer in his letter, dated 30th October 1858, No. 289. In addition to those above-mentioned, the following are in progress at the present time, viz :—

1st.—A Road from Kimidi towards Tekalli to the Naupáda Salt Pans.

2nd.—From Kimidi through Mailapúti to Tekallipattnam, and from thence to the port of Púndi.

3rd.—A Bridge of five arches of 36 feet span over the Mahindrattanni River at Mailapúti on the last mentioned road, which, it is hoped, will be completed about the 1st of March next. I personally inspected this work and found it progressing in a satisfactory manner.

18. Government have lately sanctioned* a separate Department for the Kimidi Estate, whose attention will henceforth be specially given to the communications and works of irrigation therein. The corps of coolies suggested by Lieutenant-Colonel F. C. Cotton has not been raised, but instead of it, the Souras or hill people are encouraged to come to the works, which they do very readily. Captain Harington, however, considers that a corps of coolies might still be very useful for employment on the Passes during the healthy season and for work in the plains at other times.

19. *Naupáda Salt Pans.*—There are at present two good approaches in course of construction to these Pans, one leading from Bámalli on the Northern Trunk Road, and the other from Kimidi boundary through Tekalli. For the former, an Estimate of Rupees 10,500 was sanctioned by Government on the 13th August 1859,† and for the latter, two Estimates of Rupees 5,330 and Rupees 9,060 respectively. In my remarks on Kimidi, I have referred to the conti-

* No. 1,949.

† Proceedings of Govt., 9th September 1859, No. 2,167.

uation of the latter line from the boundary via Malapetta and Mailapúti Bridge to Kimidi. The District Engineer hopes that these approaches will be so far completed before next June, as to admit of carts reaching the Pans in the height of the monsoon, which has hitherto been impossible. It will be desirable, after the above lines of road are completed, to connect Bámalli with Sarvankotta, and thus complete the communication with Battili. Another road is in contemplation to connect Bámalli with Palkonda and will be estimated for shortly, in accordance with paragraph 2 of the Orders of Government, dated 13th August 1859, No. 1,949. As before remarked, a Salt store is not required at Calingapatam, as there are now Pans at Umáravalli within a mile of that port.

20. *Road from Itchapore to Santoshapuram on Trunk Road No. 6.*—The Report called for by Government regarding the traffic on this Road was furnished by the District Engineer, in a letter dated 9th November 1858, No. 309, and the construction of a second class road on the old line with metal four yards wide where required, and fully bridged, has been recommended on the Estimate of Rupees 46,550 previously sanctioned for the new line. This Estimate, together with another of Rupees 23,430 for large bridges on the same portion of the Trunk Road No. 6, was

re-submitted after correction to the Central Office on the 29th October 1859, No. 282, and was subsequently forwarded* to Government for entry in the Budget of 1860-1. The Collector and District Engineer are both anxious that this Road should be put in hand without further delay, as in its present state it is almost impracticable even for foot passengers. When constructed, it will connect the important towns of Berhampore, Tekalli, Narasannapetta and Chicacole, and will be the direct line of postal communication with Calcutta, besides affording a most valuable approach from the north to the Salt Pans at Naupáda.

21. *Port of Púndi.*—The Establishment at this Port is at present as per margin. The improvements effected since Lieutenant-Colonel F. C. Cotton's visit consist of the construction of a Custom House, Flagstaff with Signals complete, and of an obelisk 50 feet high to mark the Port.

22. *Change of position to the Púndi Bar.*—The District Engineer has submitted his opinion on this subject in the several letters quoted in the margin, the purport of which had been duly communicated to Government. It seems very doubtful whether Lieutenant-Colonel F. C. Cotton's information as to the Bar remaining open for three years successively was correct.

23. *Road from Kimidi to Púndi.*—In Proceedings of Government, No. 2,335 of 28th September 1859, sanction was given to complete the Kimidi and Púndi Road at an estimated cost of Rupees 994, and to construct a platform bridge over the Benda Gedda River at Rupees 2,200. These works will be put in hand shortly and completed before the next rains.

24. *Port of Sunnárparpetta alias Sunapúr.*—A small Custom House and Flagstaff have been erected at this Port, and an obelisk and column, each 50 feet high, to mark the same are under construction at the present time and will be completed shortly. The Establishment has been put on a better footing than it was in Lieutenant-Colonel F. C. Cotton's time, but what the details are I am not informed. An Estimate of Rupees 8,820 has lately been submitted by the District Engineer for connecting this Port with the Northern Trunk Road No. 6 near Itchapore, by a short branch line of six miles in length, which it is hoped will meet with the favorable consideration of Government.

25. *Road from Russelkonda to Mansúrkotta via Aska and Berhampore, and the Aska and Injelli Bridges.*—The Aska and Injelli Bridges have been completed, and the whole line from Russelkonda to Mansúrkotta has been fully made as before remarked.

26. *Cultivation of Sugar and the means of increasing it.*—In paragraph 56 of his Report, Lieutenant-Colonel F. C. Cotton suggests the construction of works of irrigation as a means of increasing the growth of Sugar-cane. Since his visit, extensive repairs and improvements have been made

to tanks and other irrigation works in Gumsúr; and Government, in their Proceedings, No. 2,914, dated 15th December 1859, have sanctioned an Estimate of Rupees 9,500 for entry in the Budget of 1860-1, for the construction of a large reservoir with channels of irrigation complete at Bári, between Aska and Gumsúr. This work when completed will furnish a valuable supply of water to the lands in its neighbourhood, and be the means, it is hoped, of extending the cultivation of Sugar-cane. The attention of the District Engineer will be given to the selection of other sites for similar reservoirs and every opportunity taken to improve the available means of irrigation throughout this rich tract of country.

27. *Aska River Embankments.*—The Mahánadi River has been embanked for six miles above Aska and in other places also, where necessary, between Aska and Russelkonda. The lands have been further protected from inundation by building head sluices to the River channels. The same system has also been successfully adopted between Aska and the sea on the Rushkulia River. These works have cost, in the aggregate, Rupees 30,150, and the experience of the two past monsoons has convinced the local Officers of the sufficiency of the partial measures adopted for regulating these Rivers, in lieu of the more extensive and costly scheme of complete embankments originally proposed. The further information called for by the Supreme Government was duly furnished by the District Engineer, under date the 2nd January 1858, No. 11, and the measures adopted met with its approval. This matter, therefore, may be considered as finally disposed of. To diminish the flood-waters in those Rivers and at the same time to utilize them for irrigation, &c., the construction of reservoirs in well selected sites is the most effectual remedy. One such near Bári has already been sanctioned.

28. *Fresh-water Lake at Chatterpore and Canal from the Chilka Lake to the Ganjam River.*—Information on these points has already been furnished under the head of Canals for connecting Mansúrkotta with the Ganjam River, &c. Further remark, therefore, is unnecessary.

29. *Chilka Lake and the purposes to which it may be applied.*—Nothing has yet been done towards inquiring into the subject contained in paragraphs 72 to 87 of Lieutenant-Colonel F. C. Cotton's Report, the Department having been fully engaged on more pressing duties, nor is it probable that the attention of the Department can be given to it for some time to come. The first and principal requirement is the Canal to connect the Chilka Lake with the Ganjam River, which will be attended to without delay. After this is done, it will be time to consider what further use may be made of this valuable means of communication with the rich lands of Cuttack and with the Delta of the great Mahánadi.

30. *Salt trade in Ganjam.*—A great improvement has taken place in the Salt trade since Lieutenant-Colonel F. C. Cotton's visit. In 1853-4, the Salt sales in Ganjam District were Rupees 3,35,744. In 1857-8 they amounted to Rupees 6,72,192, being more than double the former and in excess of every other District in the Madras Presidency. It is certain that as the means of communication with the interior are improved, the Salt sales will yet be much increased, and render unnecessary the Establishment of Depôts at the foot of the Passes. The whole management of the Salt Department is now under the control of the Deputy Collector, Diddi Narasinga Ráu, of whom I have already spoken in this Report.

31. *Capabilities of Ganjam and its chief wants.*—The principal Roads leading from the Ganjam District into the interior are as follows:—

1st.—That from Chicacole to Pálkonda in Vizagapatam, and thence from Párvatipúr a great Brinjari mart to Jeypur. This Road is made all the way to Pálkonda and partially so to Párvatipúr, but no further. A Report by Lieutenant Vertue on the proposed route to Jeypur has been submitted to Government, and detailed Estimates for the same have been called for from the District Engineer of Vizagapatam.

2nd.—A Road from Battili to Gunipuram and thence to Kalahandi in the Nagpore Estate is highly desirable, but has not yet been surveyed.

3rd.—A Pass leading from Russelkonda viâ Durgáprasád and the Katinghia Ghát to the Madras frontier at Sunkerkol has been estimated for at a cost of 49,500; vide District Engineer's letters as per margin, and the Estimate submitted to Government for sanction. The full benefit of this project, however, cannot be realized unless it be extended to Sunapúr and Sambalpúr in the Bengal Territory.

4th August 1859, No. 133.
27th October „ No. 273.

A report was made lately to Government from the Central Office in reply to the Secretary of State's letter, remarking on the loss occasioned by the alteration of the line to Durgáprasád in lieu of that to Durpinghia, at foot of the Kurminghia Ghát. The Madras Government were fully satisfied with the explanation given, and communicated the same to the Secretary of State.

Proceedings of Government,
No. 2,043, dated 26th August
1859.

32. *Corps of Coolies.*—No permanent Corps of Coolies has been raised in Ganjam, but the District Engineer, in recent operations on the Gháts above Russelkonda, employed about 100 men composed of Khonds and rescued Meriahs and paid them from 3½ to 4 Rupees each per mensem with very satisfactory results. They were employed between January and May 1859, and were then allowed to return to their villages, as the season for cultivation had commenced. If kindly treated, these men may be depended upon for work on the Gháts. Captain Phillipps has also employed the Saurás of Kimidi on the roads in that Estate, and paid them for their labor in rice, which they prefer to money in the wild parts of the country.

33. *Export duty more advisable than a Toll for the repair of Roads.*—The former rate of Export duty was 2 Annas per bag of 16½ lbs. and this was subsequently reduced to 1 Anna. During the current year, however, the Export duty has been raised to 4 Annas per bag, equal to a return of Rupees 2 on every cart load of grain brought to the coast for foreign export. This has greatly increased the returns to Government at the several ports in the Ganjam District, and the further improvement of the communications from the interior will, no doubt, have a beneficial effect on this branch of revenue.

34. Having thus gone through the whole of the works in Ganjam, referred to in Lieut.-Colonel F. C. Cotton's Report, it only remains for me to make mention of a few others, brought to my notice by the District Engineer, as completed or in progress since the above Officer's visit, as also of one or two other works that are still in contemplation.

35. *Road from Chintada on Chicacole and Pálkonda Road to Gára on Chicacole and Calingapatam Road.*—This branch line was completed in 1857. It is eleven miles in length and cost about Rupees 11,000. It serves to shorten the distance between the great Brinjari mart of Párvatipúr, in Vizagapatam, viâ Pálkonda to the Salt Pans of Umáravalli and port of Calingapatam, and is now in excellent order.

36. *Road from Calingapatam to Narasannapetta on Trunk Road No. 6.*—A good Road, seven miles in length, has been made connecting these two places. Government on the 13th November 1858* modified the restriction on this work, and allowed an expenditure of Rupees 4,000 out of the balance of the sanctioned Estimate, viz., Rupees 8,490, for the construction of the above road, which has accordingly been spent and the road opened to traffic. I had an opportunity of inspecting the line on my way from Calingapatam to Kimidi, and am of opinion that a further expenditure is necessary with a view to increase the thickness of metal where the subsoil is of inferior quality. I would recommend that the balance still remaining from the Estimate, viz. 4,490, should be made available for this work after the 1st May next.

37. *Branch Road from the Kimidi and Wáranási Road to the Hill foot of Gibah.*—The jungle has been cleared throughout on this line, and earthwork completed for a distance of 74 miles, at a cost of Rupees 3,458, sanctioned on 4th January 1858. A balance of Rupees 1,300 remains for Road Dams and Tunnels, which will be proceeded with as soon as practicable; the present time being too feverish to allow of further operations.

See Proceedings of Govt., Rev.
Dept., dated 26th September
1859, No. 1,301.

* No. 2,393.

38. *Irrigation Channels from Nagolia and Wamsadara Rivers.*—Head Sluices to the Waddada and Dási Channels from the Nagolia and the same to six Channels, names as per margin,* from the Wamsadara River have been constructed to preserve the cultivation under them from floods. Of these, three only were in existence when Lieutenant-Colonel F.C. Cotton visited the District in 1856. The experience of the last few years has shown that these works have had a most beneficial effect.

39. *Umáravalli Salt Pans.*—A branch road from these Pans to join the Chicacole and Calingapatam road near Gára is about to be constructed on an Estimate of Rs. 4,040, sanctioned by Government on the 13th August 1859. It would have been commenced earlier had not the country been under water. The District Engineer engages to open it for traffic before June next. When this branch road is completed, it will only remain to connect Calingapatam with the Salt Pans and the communication will be perfect. This latter has been ordered by Government, and the District Engineer will forward an Estimate for the same shortly. The manufacture of Salt at Umáravalli in the present year has amounted to 1,86,213 maunds of 82½ lbs. each. Government have lately sanctioned an extension of these Pans, together with a storage platform at a cost of Rupees 1,450, by which means the manufacture of Salt in 1860 will probably be increased by 48,000 maunds, and in after years by 72,000 maunds.

40. *Proposed Road from Ganjam via Pursapur to Aska.*—In compliance with the Order of Government, dated 30th August 1859, No. 1,157, the District Engineer on the 2nd November 1859, forwarded to the Central Office an Estimate of Rs. 48,700 for the construction of this line of Road, intended to open a communication from the west to the Port and Salt Pans of Ganjam. The distance to be made is about 30 miles. The above Estimate does not include the construction of a bridge across the Mahánadi near Aska, as this work has been separately estimated for at Rupees 23,100 and entered in the District Engineer's Budget of 1860-1, as a special project.

41. In addition to the above, a new road is proposed from Aska via the large villages of Buttipadra, Vistnu Chakram, and Bellagunta to Russelkonda, with branches to Jegannadaprasad, Kurcholi and Buguda, lying to the eastward of the Mahánadi River, and at present entirely destitute of communications. Government have in their Order, No. 1,157, dated 30th August 1859, paragraph 2, approved of this project. An allowance of Rs. 50 per mile for clearing the jungle and making a trace is very necessary, and would be well laid out; as the trace would remain, and, even in its rough state, be brought into use at once by the people.

42. *Trunk Road No. 6.*—On this Road between Chicacole and the Bengal frontier there are three large Bridges over the principal Rivers remaining to be built. Of these, one over the Mahánadi River, consisting of seven arches of 36 feet span, is included in an Estimate of Rupees 47,220 entered in Budget No. 1 of 1859-60, Item No. 32. Estimates for two other Bridges over the Bairi and Ganjam Rivers respectively, have been submitted to the Central Office by the District Engineer, for entry in the Budget of 1860-1, the former amounting to Rupees 88,300 and the latter to Rupees 1,23,150.

43. The smaller Bridges required between Chicacole and Itchapore are provided for in the above-mentioned Estimate of Rupees 47,220.

44. For completing Trunk Road No. 6, two Estimates were sanctioned by Government on the 24th August 1857, one of Rupees 37,200, for the portion from Chicacole to Santoshapuram, and the other of Rupees 46,550 for that from Santoshapuram to Dendagedda near Itchapore. These Estimates are under restriction at present, but it is hoped that some allowance will be made for improving the worst parts of this road during the ensuing official year, if the whole amount cannot be granted.

45. Having now completed my Report on the various works in Ganjam, it only remains for me to add that on a full review of the subject, I cannot, but think, that a very great improvement has taken place in the state of the District, both as respects the communications as well as the works of irrigation, since it was reported upon by Lieutenant-Colonel F. C. Cotton, and that the present satisfactory state of things is due in a great measure to the able and zealous exertions of Captain Harington, the District Engineer, and of his equally zealous Assistant, Captain Phillipps. Captain Harington also reports very favorably of the Executive Agents and Subordinates under his orders.

46. I took the opportunity, when at Chicacole, of examining the Books of the District Engineer, as well as of Sub-Engineer, Mr. Colquhoun, and had occasion to observe, with reference to the former, that the original vouchers, from which Bills for Public Works are prepared, instead of being forwarded to the District Engineer, to enable him to check the same before transmitting them to the Central Office, are retained by the Executive Agents. The attention of the District Engineer has been called to Rule 35, published at page 400 of the Circular Orders, of the District Engineer has been called to Rule 35, published at page 400 of the Circular Orders, and to the Circular from the Chief Engineer, dated 16th September 1859, No. 98, and he has been directed to conform in future to the instructions therein conveyed. He has also been requested to explain why he has not acted up to the instructions above referred to, and why he has not reported the omission to the Central Office with reference to the last mentioned Circular.

47. On looking into the Bill Books kept in the District Engineer's Office, it was observed that there were a few Bills appertaining to the official years noted in the margin, which have been submitted on different dates, either to the Central Office of Public Works or to the Collector, and which remain unpassed up to this date. The District Engineer has, therefore, been requested to furnish, at his earliest convenience, a Memorandum of such Bills to the Chief Engineer, with a view to the necessary inquiries being made regarding them and to early sanction being accorded to them.

48. I further observed from the Records of the District Engineer that no details are given of ordinary Estimates submitted by the Executive Agents, who simply send in a list of repairs and minor new works with the total amount of each entered therein. These documents are consequently incomplete, and admit of no check in the District Engineer's Office; nor, when the Bills for such works are received, can it be ascertained whether the repairs have been duly executed. The above omission was pointed out to the District Engineer and he was requested to correct it in future.

49. I also examined the Books and Accounts of Sub-Engineer, Mr. Colquhoun, and found them to be correctly kept and the Cash in hand to agree with the balance as shown in his Cash Book. I had occasion, however, to notice a matter in connection with the Bills for ordinary repairs and new works prepared by him, which required correction. It appeared to be the practice (and sanctioned by the District Engineer), when the expenditure fell short of the Estimate by a few Annas only, to expend the balance in purchasing Stationery or other articles, and to charge the same to the work, with a view to avoid fractional parts of a Rupee in the Bills. The District Engineer was requested to issue instructions to all the Executive Agents under his orders to put a stop to this mode of proceeding forthwith, and to carry to the credit of Government whatever saving on Estimates there might be, however trifling the amount.

50. When at Kimidi, I examined Captain Phillipps' Cash Book and found it to be correctly kept and the Cash in hand to correspond with the balance as shown therein.

(Signed) W. H. HORSLEY, Major,
Deputy Chief Engineer, Northern Circle.

WALTAIR, 3rd January 1860.

Official Year. 1848-49.	Telugu.		English.		French.		American.		Scotch.		Norway.		Bremen.		Amount of Tonnage duty.		Amount of Export duty.		Amount of Import duty.	
	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.	Ruppes.	Annas.	Ruppes.	Annas.	Ruppes.	Annas.
1848-49	33	3,922	4	526	..	..	..	..	..	..	..	..	..	..	167	3 0	..	..	668	15 6
49-50	54	6,647	11	3,656	..	..	..	..	..	..	..	..	..	..	362	5 6	..	..	83	13 6
50-51	67	5,563	14	5,309	..	..	..	..	..	..	..	..	..	..	388	12 2	..	..	33	6 0
51-52	44	5,043	10	4,771	..	..	..	..	..	..	..	..	..	..	677	14 6	..	..	28	8 0
52-53	67	8,818½	29	4,344	..	..	..	..	..	..	..	..	..	..	1,633	3 1	..	..	5	8 0
53-54	42	4,521	29	9,300	..	..	..	..	..	..	..	..	..	..	832	13 8	..	..	11	0
54-55	55	6,885	7	2,708	..	..	..	..	..	..	..	..	..	..	445	1 6	..	..	6	8 0
55-56	59	6,195	21	11,644	..	..	..	..	..	..	..	..	..	..	1,362	7 9	..	..	122	2 3
56-57	58	8,333	23	12,330	..	..	..	..	..	..	..	..	..	..	1,088	14 9	..	..	30	0 0
57-58	76	9,753½	24	13,313½	..	..	..	..	..	..	..	..	..	..	1,069	10 6	..	..	510	14 9
58-59	48	6,004	7	5,818	..	..	..	..	..	..	..	..	..	..	..	..	..	..	234	..
59-60	7	6,861	12	6,186	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1848-49	35	4,271	4	526	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
49-50	49	5,863	11	3,656	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
50-51	65	8,333	14	5,309	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
51-52	41	5,702	10	4,771	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
52-53	62	8,433½	28	4,019	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
53-54	42	4,537	22	9,529	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
54-55	52	6,016½	7	2,573	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
55-56	53	7,078	22	11,875	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
56-57	59	8,561	21	11,267	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
57-58	74	9,333	26	14,700½	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
58-59	46	6,209½	8	6,484	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
59-60	3	178	12	6,216	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Tonnage duty ceased.
Up to end of November. Principally Europe
supplies to European residents.

Rice, Oil-seeds, Rape Mustard, and other grain.

Oil seed sent principally to France.

Up to end of November 1859. There are still
five Shipping months.

(Signed) J. LOYD,
Superintendent, Sea Customs.

(True Copy).

(Signed) W. H. HORSLEY, Major,
Deputy Chief Engineer, Northern Circle.

Government Sea Custom Office,
Calingapatam, 21st December 1859.

ORDER THEREON, 2nd June 1860, No. 1,149.

1. The Report forwarded with the Chief Engineer's letter recorded above contains the observations made by Major Horsley, Deputy Chief Engineer, Northern Circle, on a tour made by him at the end of last year through the District of Ganjam. Lieut.-Colonel (now Major-General) F. C. Cotton made a somewhat similar expedition in 1856, and in his present Reports Major Horsley's object has been to show what improvements have resulted in those particulars in which defects were pointed out by Colonel Cotton; and also what further works are necessary and advisable in view to a further development of the resources of the District in question.

2. In noticing this interesting Report Government will remark upon those points where Orders or suggestions seem to be required.

Ganjam. 3. The Governor in Council is glad to observe that a marked improvement has taken place in the arrangements at the several ports since Colonel Cotton's visit, and that most of his suggestions have been carried out, in the way of strengthening the Customs Establishments, and adding to the conveniences of the several ports, by the construction of

Mansúrkotta Report,
paras. 1 and 2.

flagstuffs, port marks, &c. The inconvenience at the harbour of Mansúrkotta, arising from incommodious and ill-manned boats, does not however

appear to have yet been remedied, and the attention of the Superintendent of Marine will be drawn to it with reference to the Order of Government noted in the margin.

24th November 1857,
No. 2,167, para. 3.

Calingapatam Report, Paragraph 9. 4. Paragraphs 9, 10 and 11 of Major Horsley's Report on Ganjam will be furnished to the Marine Department with reference first to the question of mooring buoys; the last Order on which subject in that Department was dated 3rd January 1860, No. 23. It appears also advisable in several respects that the port of Calingapatam should be brought under the operation of Acts XXII of 1855 and VII of 1858. Tonnage duty might with advantage be levied again. It appears that there is no one at this port capable of using the signals

Para. 4 of Col. Bell's letter,
dated 27th January 1860,
No. 9,653.

lately furnished. The Chief Engineer will report the result of the communication which he was about to make to the Superintendent of Marine on the subject. As regards the communications connecting the

several ports with the interior, Government are glad to observe that the Road from Russelkonda to Mansúrkotta is in good order, and that the one from Kimidi to Púndi is progressing; it is to be regretted that it has not been yet possible to sanction the Estimate for the short line wanting to join Sunapár with

Report, para. 25.
Report, para. 23.
Report, para. 24.

Trunk Road No. 6. The last Order on the subject was dated 5th January 1860, No. 36.

Paragraph 3, letter of 27th January 1860. 5. Colonel Bell observes that the Estimate for connecting Mansúrkotta with the Northern Trunk Road is detained in the Central Office, having arrived too late for entry in the Budget. That Estimate, however, has been since submitted and was sanctioned by Government in their Order of the 5th April 1860, No. 720. It should be explained what has become of the Estimate for improving the road between the Bengal Frontier and Húma viâ Ramba. Major Horsley reports that the Road is in very bad order.

Report, para. 6. 6. The project for connecting Mansúrkotta with the Chilka Lake by a Canal, has all along met with the approbation of Government, who have desired that the work may be brought forward again. The Estimate, it appears, will now require revision with reference to increased rates for labour and materials.

Report, para. 6. 7. In bringing forward again the Estimates for the Road to Chittivalsa in the Vizagapatam District, the remarks of Major Horsley on the approach to the Nagolia bridge at Chicacole should be borne in mind.

8. It is gratifying to observe that the Kimidi Estate has benefitted considerably by the completion of several roads both towards the sea and inland, and that it has been really opened up. Others are still in progress, and as an Officer has been specially

appointed to the charge of the Marammat Department there, it is to be hoped that the irrigation and other works will be carefully attended to. Though Major Horsley makes no remark upon the irrigation works, Colonel Bell, it is observed, considers that 20,000 Rupees will have to be spent each year for three years to get them into proper working order.

Report, para. 20.

9. Government have already declined, on 21st December 1859, in Order No. 2,961, to sanction the large expenditure proposed for the road* from Itchapore to Santoshapuram.

* Trunk Road, No. 6.

Report, para. 27.

10. The sum of 30,000 Rupees has been spent on the "Aska river embankments", and the results are particularly gratifying. They have stood the test of two monsoons, and protect about 25 square miles of rich cultivated country, and five miles of the Aska and Russelkonda Road. The expenditure contrasts favorably with that which would have been incurred, had the more costly scheme of complete embankments originally proposed been carried into effect.

G. Pro. 14th July 1859, No. 1,709.

Report, para. 30.

11. Paragraph 30 will be referred to the Collector through the Board of Revenue.

Para. 40.

12. The Estimates of the works mentioned in paragraph 40 of Major Horsley's Report, remain in the Central Office, as no funds are available. But should Major Horsley recommend it, the Government will be prepared to grant an allowance of 50 Rupees a mile for the purpose specified by him in paragraph 41.

Chief Engineer's letter of 27th January, para. 18.

13. Major Horsley concludes his Report on Ganjam with an expression of his opinion that the District has been much improved since the date of Major-General Cotton's visit. The Governor in Council is glad to receive this testimony to the results of the able and active exertions of Captain Harington and his Assistant Captain Phillipps.

Paras. 46 to 50.

14. The last five paragraphs of the Report on Ganjam have reference to the Accounts of the Public Works Department in the District. Irregular and objectionable practices are pointed out in paragraphs 46, 48 and 49, which should be immediately put a stop to. The old outstanding bills referred to in paragraph 47 should be adjusted without delay. The Government suppose that the bills have been sent to the Collector's office, not to that of the Chief Engineer, as the monthly report of the latter Office has always, till April last, shown an absence of any arrears whatever of bills undisposed of. The Chief Engineer will be requested, however, to explain the actual state of the case.

15. The Government notice with pleasure that Captain Phillipps' accounts are correctly kept.

16. It is an important part of the duty of Deputy Chief Engineers on circuit, and one which should never be neglected or hurried over, to examine the books and accounts of the District and Executive Engineers.

17. Major Horsley's Report will be communicated to the District Engineer, who will pay particular attention to the suggestions contained in it, particularly to those mentioned in the paragraphs noted in the margin.

(True Extract).

[Signature]

Deputy Secretary to Government.

To the Chief Engineer.

„ Board of Revenue.

„ District Engineer of Ganjam.

„ Marine Department. ✓

3 Copies sent

Marine- 108

Dist.

Proceedings of the Madras Govt.
Read Proceedings of Govt. in the Pub.
Works: Sept: 2nd June 1860 N^o: 1149.

Order - 27th June 1860 - No. 228.

The foregoing Proceed-
ings will be commu-
nicated to the Super-
intendent of Marine,
for report on the
points noticed in
paras 3 & 4 of the
Order therein.

2. In the order of the
18th Feb. last N^o: 73, the
Govt. assented to the
proposed extension
of Act XXII-1855 to the
ports of Munnaroot-
tah & Calingapatam,
as well as to that of
Banjam, if an Officer
could

Can 23rd Dec 1857 No 849.
Re: 20 June 1860 No 603.

Marine 1860 No 228.

So No 228
No. 849 N^o: 1149.

27th June 1860.

2 March 1860.

No 225.

Now as King is an-
nounced in the Report (for-
warded with the first business
to the 27th June 1860 No 603)
from Major. Havelock, by Chief
Engineer, for the benefit of the
town of inspection in Banjam
in Decem^r 1859 -

Marine

Mr. Franklin will be requested to expedite the transmission of the papers called for with respect to these ports.

could be found to discharge the duty of Conservator at this last port. Mr. Franklin will be requested to expedite the transmission of the papers ^{and in form} called for with respect to these ports.

Referring to para 10 of Major Horsley's letter, 3 Janr 60 / Mr Franklin will state

What tonnage duty was levied on vessels anchoring in the Port of Calcutta and when it was discontinued

1858/9 -

J.P.

Super of Order

Marine

Madras Port
1860. V. 1149.

The foregoing Order will be communicated to the Superintendent of the Port of Calcutta for report on the points noticed in paras 3 & 4 of the Order therein.

2 in the order of the 18 Feb last 1873, Cont. assented to proposed extension of Act XXII-1855 to ports of Calcutta & Calingapatam as well as to the Bay of Bengal.

The Superintendent of Marine.
with P.W. 5 No 1149

No. 1000 for same.
Marine 1860 Sept 11

No. 228

Proceedings of Court.

May 1860

7. No 244-
Communicate the proceedings of Govt. in the Public Works Department to the Superintendent of Education for the District (and the Govt. Engineer).

in March 3rd. Respecting the
Ports of Fanning of the order that
if an Officer could be found
to discharge the duty of Com-
mander of Fanning request
of the French to Deposit
the transmission of the papers
and information called for
with respect to the ports of
Chumacatah Caligapahan
and Fanning

49 248