

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1346

Press
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Dated

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*Proceedings of the Madras Government, Revenue Department,
5th July 1861.*

No. 83. Read the following letter from W. GREY, Esq., Secretary to the Government of India (Home Department), to J. D. BOURDILLON, Esq., Secretary to the Government of Fort Saint George, dated Fort William, 22nd May 1861, No. 1,004:—

SIR,

1. The Governor General in Council having had under consideration the correspondence

noted in the margin, on the subject of the proposed transfer of North Canara from the Presidency of Fort Saint George to that of Bombay, directs me to communicate the following observations:—

To Government of Madras, No. 481, dated 7th March 1861.	
To " " 612, dated 20th " "	
From " " 722, dated 28th " "	
From " " 825, dated 13th ultimo.	

2. When the proposal of a partial transfer of North Canara was made in 1829 by Sir John Malcolm, then Governor of Bombay, and was discussed between that year and 1836, it was based upon grounds which, although strong at the time, seem to the Governor General in Council to have been much strengthened since. A convenient boundary, and the better accommodation of the people of the upper Tálucs of North Canara in respect of the administration of justice, were the chief objects of Sir John Malcolm's scheme. The objections raised to it on the part of the Government of Fort Saint George, although natural enough, were not very forcible, and although they prevailed with the Government of India at the time, they were fully disposed of in a subsequent Memorandum by the Collector of Dharwar, written in 1836, upon which however no action was taken by the Government of India. That paper, a copy of which is forwarded with this letter, is, in the opinion of His Excellency in Council, clear and conclusive as regards the question then in hand.

3. The only argument of any strength brought forward in this correspondence by the Government of Madras, was that of Mr. E. Maltby, then a Sub-Collector in Canara, who contended that the inhabitants of the Tálucs which it was proposed to make over to Bombay, were benefited by the non-existence of any Chowkies between them and the Coast. This argument however no longer applies, now that one of the main objects of the proposal is, that the country to be transferred should extend to the sea-coast, and that it should include especially, the Port of Shedasheoghur. This was not contemplated by Sir John Malcolm.

4. The arguments urged by the Government of Madras on the present occasion in their letters of the 28th of March, and of the 13th ultimo, to the Government of India and to the Secretary of State respectively, have been carefully considered by the Governor General in Council. It seems to His Excellency in Council that the fifth paragraph of the earlier letter admits all that is contended for as regards the approaches to the Port of Shedasheoghur. It is stated that several lines of approach have been explored, and estimates for their construction framed, and that it is owing only to the restrictions on expenditure during the last few years that the road to the Dharwar (Bombay) frontier is not now complete. In other words these approaches have been viewed by the Government of Madras as works to which the check arising from restrictions was properly applied, whereas had the Government of Bombay been charged with the work, the Governor General in Council is satisfied that it would have had a foremost place even in a restricted Budget.

5. His Excellency in Council does not find much force in the argument advanced by the Government of Madras in your letter to this Government that as Coompta, a Madras Port, has drawn to itself trade and capital from Bombay, therefore the Port of Shedasheoghur may be left under the Madras Government with a certainty that it will do the same. Admitting this to be true, which it probably is, since Shedasheoghur is obviously more conveniently situated than Coompta for Bombay, it does not remove the doubt whether the Government of Madras, whose interest in the Port of Shedasheoghur will be much less than that of the Government of Bombay, will be so alive to the necessity of keeping the Port, its roads, and all belonging to it, in such a condition as to make the most of its trade, as the Bombay Government is sure to be. On this point the Government of Madras lay stress upon the fact that at this moment its own

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portion of one of the roads which crosses the Madras and Bombay frontier is in good order, while little progress has been made on the portion belonging to Bombay. But the Governor General in Council does not think that this can be taken as proving much without a full knowledge of all attendant circumstances, and as regards the really important road,—the one from Dharwar to the Port of Sheddasheoghur,—I am desired to observe that several months ago and before there was any reason to expect a disturbance of the supply of Cotton from the United States, the Government of India received a proposal from the Government of Bombay to push forward its construction with energy, by sending Convicts from Bombay to construct it under the direction of a Bombay Officer. The territory and the works within it being under the jurisdiction of the Government of Madras, and the present Governor of that Presidency being then on his way to take up his Government, the Governor General in Council was unwilling to sanction, without waiting to consult His Excellency, a step which might seem to prejudge the question of partially dismembering the Madras Presidency. Nevertheless the Governor General in Council has good reason to believe that had the sanction been given, a good deal more Dharwar Cotton would have been shipped for England in 1861 than will now be sent.

6. But whilst the Governor General in Council is of opinion that the public advantage of transferring to the Government of Bombay the Northern part of the District of North Canara, including the Port of Sheddasheoghur and its feeders, will be great, he admits the weight of the objection raised by the Madras Government to any larger disturbance of the existing relations of the people of Canara than is necessary for their own convenience in Judicial and fiscal matters, and for commercial purposes, and His Excellency in Council therefore considers that only so much as it may be desirable on these grounds to transfer, should be made over to Bombay. Where, exactly, the line should be drawn, His Excellency in Council cannot say, but it occurs to him that a boundary line drawn somewhere between the parallels of 11° and $14^{\circ} 30'$, according as the configuration and character of the country may best admit, will probably meet the purposes in view, and will, in addition to giving to Bombay the Port of Sheddasheoghur and its chief lines of access, facilitate the management of Police and general administration, by rounding off the indentation which the Northern Taluqs of Canara now make into the Bombay Territory.

7. With these observations His Excellency in Council desires me to request that the Government of Madras will communicate with the Government of Bombay on the subject, and will consider how such a line may best be run, bearing in mind the caution given by the Secretary of State, that existing administrative arrangements be disturbed as little as possible, and that the usages of the people be not interfered with by the change.

No. 84.

ORDER THEREON, 5th July 1861, No. 1,340.

The Board of Revenue will call upon the Collector of North Canara to report, as soon as possible, the most convenient boundary line, giving details of the revenue, area, charges, &c., of the tract to be transferred and that retained.

(Signed) J. D. SIM.

Secretary to Government.

Memorandum by the Acting Collector of Dharwar, dated 7th May, 1836, (Revenue Consultation 11th July, 1836, No. 2)

For a summary of the local situation and general reasons for the transfer of Upper Canara to Dharwar, I here submit copies of the 17th, 18th and 19th paragraphs of my letter to Government, dated 15th ultimo, to save the trouble of reference.

17. "Nearly the whole of North Canara is situated above the Ghauts: it is bounded on the North and East, (its most accessible sides,) by the Dharwar Districts, on the South by Mysore, and on the West partly by the Portuguese Territories under Goa, so that it is only connected with Canara below the Ghauts, by its South Western boundary."

18. "At present its Military protection is entrusted entirely to the Bombay Force in the Southern Mahratta country. I believe there is only one Native Officer's party stationed in all North Canara, though it formerly employed two Corps at Hual, where many valuable Officers and men were sacrificed by its unhealthiness."

19. "The European Civil Establishments are obliged to quit the country and retire down to Onore on the sea-coast, during the rains and unhealthy season, so that the districts are entirely abandoned for a great part of the year, and communication with Head Quarters, (from the nature of the country,) is almost impossible, while their boundary approaches within 12 miles of Dharwar, and the whole tract is as accessible from our frontier as any part of our own Districts, and the open Country between the two seduces the inhabitants of both to offend continually against Custom Regulations, and encourages objectionable infringements of the Laws, whereas the Western Ghauts would form one of the finest natural boundaries in the world, and obviate all these objections."

The following observations have been suggested by the papers on the transfer received with Mr. Secretary Willoughby's letter of 26th ultimo.

The Revenue Authorities of Madras mention the difference in the number of Talooks attached to Canara situated above the Ghauts, and their greater amount of Revenue (than Sir John Malcolm supposed) as a reason against their transfer to Dharwar, but this can make no real difference to the question, except that since the people of three Talooks, instead of two, suffer, and a much greater amount of Revenue is affected, the claims of the people for a change are so much the greater, and the Government have so much a larger interest in making the improvement.

2. I beg also to attract the notice of Government to the mode adopted by the principal Collector of Canara, in comparing the distances of the places where the people of Canara above the Ghauts would have to seek redress (if transferred) with their present condition. He fixes on Dharwar as the point of comparison in the one case, and on Honawur, or Bellykerry, both subordinate stations to Mangalore, in the other. Let him finish the comparison fairly by showing their distances from the Sudder Station of Canara,* and also let it be remembered that there always has been hitherto a Sub-Collector at Ranees Bednore, and that this could be continued, or that at all events there will always be a Senior Assistant stationed there, and it is also necessary to consider the important cases of appeals and serious crimes, for the former of which the inhabitants must still go to Mangalore, and for the latter a circuit is brought to Honawur,

* Mangalore, about 160 miles from the nearest point of the District in question.

though seldom I believe to the serious obstruction of other important business, and all these evils might be effectually remedied without any expense or inconvenience by the proposed transfer.

3. In regard to Judicial administration in Civil suits also, Hattal is only 13 and Soga 15 miles from Dharwar, while the former is 31, and the latter still further from the subordinate Court of Soga; we have also Native Councils at Hattal and Rance Belmore, both South, and conveniently situated in some parts of North Canara, and if the transfer were made to Soga, all the Districts, which are all parts of all parts of the Districts would be provided with Civil Courts always accessible within a few miles of their own houses without any increase of expense whatever, and they would also enjoy the advantage of an appeal always open to the superior Court at Dharwar, which from the difficult nature of the intervening country, and the effects of the monsoon, is now closed against them for a considerable portion of the year, and always at a great distance, and so difficult of access, as to be nearly a bar to all appeals, but I beg to refer to the 9th paragraph of Mr. Malby's letter, for a detail of the inconveniences to which the appellants are subjected by the present arrangement, and which it has been shown above should be completely removed by the vicinity of Dharwar and its facilities of a resort at seasons.

4. Sir John Malby's third point, (as the Principal Collector of Canara calls it) respecting the boundaries of the District of Canara, is, (as might be expected from its author) correctly stated, and his desire was to see the boundary fixed by making the geographical barrier of the Western Ghats the boundary on that side, as the two Rivers named were on the others, and not, as the Malabar Authorities seem to think, from setting the boundary between Canara and the Ghats.

5. The Principal Collector desires that there be any delay in transferring Soga and Soga Coast. There may not be any objection or regret at what is said of it, but the distance between the districts above and below the range can only be connected by a few steep and difficult passes easily ascended; he also remarks particularly on the inconvenience to which a few of the inhabitants whose villages are below would be subjected by the change, showing a full appreciation of the exactly opposite inconvenience which he wishes to perpetrate against the inhabitants of Canara above the Ghats.

6. It must always be remembered that the Principal Collector of Canara's observations on the boundary apply only to a portion of the Western part of Canara above the Ghats, (for his District is now connected with any of the other three) and a considerable portion of this boundary is not added by the Ghats, but by the Ghats, and are of the same nature as that described in the 13th paragraph of the letter, and the boundary has not yet been fixed, and what has been done in one part of the line, with a foreign State, might doubtless be completed in the rest, and I have no doubt that the Districts subject to the same State.

7. The proposed transfer to Soga of the Districts of Hattal and Rance, was that Canara above the Ghats, should be transferred. The reason assigned in favor of this transfer is that it would apply to the same District, but it is only confusing the question, as it is not clear that they will be under the same District, and the proposed transfer is not a transfer from the District of Soga to the District of Hattal, but a transfer from the District of Soga to the District of Hattal, and of the same nature as that described in the 13th paragraph of the letter, and the boundary has not yet been fixed, and what has been done in one part of the line, with a foreign State, might doubtless be completed in the rest, and I have no doubt that the Districts subject to the same State.

8. There is no doubt that the Districts of Hattal and Rance, and of the same nature as that described in the 13th paragraph of the letter, and the boundary has not yet been fixed, and what has been done in one part of the line, with a foreign State, might doubtless be completed in the rest, and I have no doubt that the Districts subject to the same State.

9. I beg to add, that I have lately had opportunities of observing, and that so far as the Natives of a considerable part of Canara above the Ghats may be believed, they professed themselves desirous of being placed under Dharwar, and seemed perfectly aware of the advantages and conveniences they would derive from the change, and I have no hesitation in saying, that if the good of the inhabitants, and the advantage of the public alone, are consulted, it ought to be done; the reasons in favor of it are so strong that they only require to be known, and there can be little doubt but it will be done sooner or later.

DHARWAR,
The 7th May, 1836.

(Signed) JOHN A. DUNLOP,
Acting Collector.

Government to any larger disturbance of the existing relations of the people of Canara than is necessary for their own convenience in judicial and fiscal matters, and for commercial purposes, and His Excellency in Council therefore considers that only so much as it may be desirable on these grounds to transfer, should be made over to Bombay. Where, exactly, the line should be drawn, His Excellency in Council cannot say, but it occurs to him that a boundary line drawn somewhere between the parallels of 14° and $14^{\circ} 30'$, according as the configuration and character of the country may best admit, will probably meet the purposes in view, and will, in addition to giving to Bombay the Port of Shendasheogur and its chief lines of access, facilitate the management of Police and general administration, by rounding off the indentation which the Northern Talooks of Canara now make into the Bombay Territory.

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I have the honor to be,

SIR,

Your most obedient servant,

W. P. Fraser
Secy. to the Govt. of India.

*Copy to Secy. to Govt. of India
12/70/57*

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