

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	478	Press
		Mis.
	55-56	
Dated	4. 3	18. 6. 22

Not to be folded or roughly handled

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Revenue DEPARTMENT.

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Dated	Sept	19 1862

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Statement Showing the actual disbursements in comparison with the Budget
 Estimate of 1862. 50 in last District of Justice for the month of July 1862.

Headings Disbursements	Total Estimate of 1862-63	Disbursements				Remarks
		Up to this month	Up to this month	Up to this month	Up to this month	
Revenues						
Grand Revenue				116	116	
Labor						
Income Tax	500	6	100	186		
Duty on imports, trades and dealings	2400	2675	4	2679		
Customs						
Stamp	7500	649	297	746		
Miscellaneous	500	21	87	55		
Total	10800	3351	584	3935		
Expenses						
Collection, etc.	55000	7300	3500	10800		
Deputy Collector	11400	500	350	750		
Superintendent	34944	5729	2860	8589		
Superintendent	2254	698	428	1126		
Superintendent	2500	33	43	76		
Printing Charges		14	1	15		
Printing Expenses	142824	13632	14321	27932		
Salary Superintendent	4500		855	855		
Salary Superintendent	100	36		36		
Salary Superintendent		574	460	1034		
Police guards		312	373	887		
Temporary Establishment	15600	173	3481	3654		
Medical Establishment		119	60	179		
Taxes & Tenure	3108	296	175	471		
House rent	840	70		70		
Travelling Charges	7000	435	151	616		
Office rent	1308	210	105	315		
Letter to Prosecutor & witnesses						
Other items	4350	252	35	287		
Total	285728	30575	27128	57703		
Labor						
Labor	500	25	24	49		
Income Tax	2688	448	214	672		
Duty on imports and trades	3430	270	95	365		
Total	4050	188	85	273		
Customs						
Establishment	4500	309	155	464		
Contingencies	120		16	16		
Total	4620	309	171	480		
Deputy Collector						
Deputy Collector Establishment	3000	500	250	750		
Division Establishment	900	150	75	225		
Travelling Charges	15776	2487	1458	3845		
Temporary Establishment	800	49		49		
Charges for the provision of food	1340	352	170	522		
Other charges	45000	1413	2679	19092		
Total	8688	832	172	1004		
Stamp						
Miscellaneous	75004	20783	4704	28487		
Charges for remitting Treasury	1787	227	101	408		
Law charges	800	104	14	118		
Purchase of Furniture	2000					
Dr. of Trial & for printing presses	300					
Dr. of Trial & for printing presses	200					
Dr. of Trial & for printing presses	3888	648	320	968		
Dr. of Trial & for printing presses	200	24	4	28		
Dr. of Trial & for printing presses	1800	50	487	537		
Total	8988	826	831	1657		
Grand Total	397753	57022	54507	91029		

Justice District
 Collector's Receipt
 at August 1862

J. M. M. M.
 Collector

E. M. M. M.

*Proceedings of the Madras Government, Revenue Department,
4th March 1862.*

No. 55. Read the following Proceedings of the Board of Revenue, dated 26th February 1862,
No. 1,333:—

Read the following letter from G. THORNHILL, Esq., Collector of the Kistna District, to
W. HUDLESTON, Esq., Secretary to the Board of Revenue, Chepauk, dated Repalli,
17th February 1862, No. 29.

SIR,

1. I have the honor, with reference to the Board's Proceedings, No. 1,635, dated 28th March 1861, to enclose a Memorandum of the state of the Cotton-growing Taluqs of this District.
2. I regret that this report should have been so long delayed, and I am sorry that even now, I am not in possession of all the requisite information.
3. I am in expectation of a detailed report on the subject from the Sub-Collector, which will be submitted to the Board in due course. In the meantime, I beg to lay the accompanying brief Memorandum before the Board.

TALUQS.	Extent of land.	
	Fasli 1269. Acres.	Fasli 1270. Acres.
1. Palnad.....	57,140	57,166
1. Innakonda.....	7,996	7,939
1. Rajapett.....	13,925	13,531
1. Guntoor.....	9,703	9,369
1. Krosur.....	25,099	31,390

1. The principal part of the Cotton produced in the Kistna District is grown in the Taluqs of Palnad, Innakonda, Rajapett, Guntoor and Krosur. The area of land employed in its culture is given in the margin.

2. The Cotton so produced is partly consumed in the District, but by far the greater portion of it is transported by land to the northern Districts of Rajahmundry and Vizagapatam, where it is used by the

native weavers, but very little of it is exported by sea, and none is shipped direct for Europe.

3. The Cotton, which is picked in the dry season, seldom is cleaned, and packed before the setting in of the monsoon in June, and it cannot therefore be moved until the following December or January, as the roads are not passable until that time.

4. A portion of the crop is transported either on bandies or pack bullocks direct from the villages where it is grown, to the northern Districts, *via* Bezoarah and Ellore, and a portion of it is carried by land to Amaravatee, a town on the bank of the Kistna 20 miles above Bezoarah, whence it is transported by water to Bezoarah by the Kistna river, and into the Godavery District by the canal and the Collair lake.

5. That the extent of land cultivated would be largely increased to meet a greater demand, or a rise in price cannot be doubted, as the soil suited to its cultivation is very widely spread over the whole of the Taluqs abovenamed.

6. The greater part of the Cotton grown now is of the sort called "Red Cotton," which I am given to understand, is not in demand for the European market.

7. The District was visited by an agent from one of the leading Mercantile Firms in Madras, with a view to ascertaining its capabilities as a field for export, and all the information available in the office was imparted to the gentleman in question; but I have not heard that any subsequent action was taken in the matter.

INCREASING THE PRODUCE.—8. As to increasing the produce, I do not think that any measure of Government will have any effect upon it. There is abundance of room for extension of cultivation and merchants have only to send their agents into the country, to enter into agreement with the cultivators, and to show them that the cultivation will be profitable to induce them to bring more land under Cotton culture.

9. In the same manner it rests with the merchants to point out the kind of Cotton that is required, and it also rests with them to make arrangements for the more speedy and effectual cleaning and packing of the crop.

10. At present the crop is picked in the month of February, but as it is cleaned in the Ryots' own houses, it is not ready for packing and transport before the rains set in, and the roads become impassable.

*into the system
P. W. with the Board*

*Proceedings of the Madras Government, Revenue Department,
4th March 1862.*

11. The difficulty may be overcome by the merchants setting up cleaning machines of their own, and taking the Cotton uncleaned from the Ryots: it would be a question whether it would be better for them to clean it on the spot, or to remove the Cotton uncleaned to some point whence they could transport it *at any season* to the port of shipment; such places would be Amaravatee and Bezoarah, at both of which places water carriage would be available to the coast throughout the monsoon, when transport by land is almost impossible.

IMPROVEMENT OF COMMUNICATIONS.—12. Before considering the means of improving the communications with the ports, it is necessary to show briefly the present state of the country in that respect.

13. From the accompanying rough sketch, it will be seen that the river Kistna flows round two of the chief Cotton-growing Taluqs. This river is navigable with difficulty during the rains as high as Mooktyala. Above that the bed is so rocky that boats are never taken up it, and it is certainly not susceptible of improvement speedily enough to meet the wants of the present time.

14. Amaravatee is the highest point on the bank to which Cotton could be brought with any profit; from thence to Bezoarah the river is navigable for about six months in the year.

15. From Bezoarah the canal is open to Akmarru five miles from Masulipatam, and will, in a month or two, be open to the Fort at Masulipatam. It is also possible for boats to reach Cocanada *via* the Collair lake for six or seven months in the year, and the canal from Bezoarah to Ellore is also rapidly progressing.

16. With regard to the communication by land, the Taluqs are traversed by the high road from Hyderabad to Madras Trunk Road No. 7 in a southerly direction, but the road does not lead to any of the ports of the District, and is moreover as bad as it can be.

17. There are no made roads from any part of the Taluqs in question either to the river bank or to any port. The soil is for the most part black, and consequently the country tracts are impassable during the rains, but very fair during the dry season. Any attempt to make regular roads through the country except at great cost of time and money, would fail, and the only thing to be done is to remove the most serious obstacles in the lines so as to make them fairly passable in the dry season.

18. I subjoin a list of the routes which might, I think, be advantageously so treated. They lead either to the Kistna or to some point on the trunk roads.

19. The Trunk Road No. 6, high northern road, is in many parts so bad as to be little superior to the country tracts themselves. I would recommend the worst parts to be immediately put in order, especially that part between Guntoor where the branch roads Nos. 2 and 3 join it and Bezoarah.

20. The chief ports in the District are Masulipatam and Nizampatam. Ipurpollem and Motupalli are of inferior importance. I give a list of the different approaches to them from the interior.

21. Masulipatam is approached by the canal from Bezoarah, and by the high road from Hyderabad; the latter passes through black soil, and is unmetalled; it is consequently hardly passable in wet weather, and very bad in dry weather; it is bridged, and as Government have recently sanctioned a maintenance allowance of 150 Rupees a mile per annum, I do not think any thing more need be done as it runs *parallel* to the canal.

22. Nizampatam will hereafter be connected with Bezoarah by a canal; but two locks are still incomplete. There is a bad road to Guntoor partially bridged, on which small sums from local Funds are spent; but it requires much to make it even decently good, and I recommend sanction for completing it.

23. Ipurpollem has no approach; a branch from the Guntoor and Nizampatam road at Ponnur to Bapatla is being constructed from local Funds, which will be of some assistance to

*Proceedings of the Madras Government, Revenue Department,
4th March 1862.*

it; it is not a port of so much importance as the other two, and Motupalli is of the same class as the Ipurpollem. A road from Incollu in Trunk Road No. 6 to Chinna Ganjam Salt pans has recently been repaired, and is being bridged which will aid the approach to Motupalli. The only other point which I think requires attention is the port of Nizampatam. It is a favorite port with the native shipping; the backwater is deep and extensive, and the anchorage, I believe, good, and not too distant from the shore; and the bay is much sheltered on the north and east. The water in the bar is however shallow, and I am not competent to state if it be capable of improvement.

24. The place is so little frequented by European vessels as to be hardly known. It should, however, I think, be examined, and reported on by some person qualified for the task. Captain Maiden, the Master Attendant at Masulipatam, might undertake the duty as a preliminary measure.

(True Copy.)

(Signed) G. THORNHILL, Collector.

1. Ordered to be submitted to Government, with the Board's recommendation that the subject of the roads specified by the Collector be referred to the Public Works Department for full consideration, and that the Superintendent of Marine be requested to investigate and report on the state and capabilities of the Nizampatam port in view to its improvement.

2. It is to be regretted that the Collector has so long delayed to bring this state of the roads to the notice of Government.

(True Copies and Extract.)

(Signed) W. HUDLESTON, Secretary.

No. 56. ORDER THEREON, 4th March 1862, No. 478.

1. The Collector's report will be communicated to the Department Public Works for the issue of orders regarding the communications and Ports.

2. The Collector ought to have reported the state of the roads at an earlier date, in order that measures might have been adopted for their improvement. The prosperity of a District depends so materially on its communications that their condition should always engage the Collector's prominent attention.

(Signed) J. D. SIM,

Secretary to Government.

*For the Secretary to Govt
J. D. Sim*

W. 478.

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From St. George's
14 March 1862
14 Copies to the Sec^y of the
11 - to D. P. W. with B. P. W.
J. H. S.

Rev: 1862. Department.
100 of Govt for clearance.

No. *596.*
PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 26th February 1862.
Despatched *5 March*
Received *3* _____

No. 1,333.

Submitting Memo from the Collector of the
Kisima District on Cotton cultivation; and
recommending that the subject of the roads, as
well as that relating to the Nizampatnam port
in that District, be referred for report to the
D. P. W. and Superintendent of Marine res-
pectively.

*One of the Madras Govt in
the D. P. W. Department. 12 April.
1862 & No. 1099 in*

1035 & 56.

8/1/8-4 March
With answers

4/7/8

Relative to the Anglo
Cattle Exhibition
in Melbore District

W.D. No 45:46
6.9.1861

Resolved, on
Board, proceedings with
involving others collector
report of the cattle &c.
in relation.

Received 1862 Sept 11.
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Wilmington, N. C. 11/12/12
2/5/13. Nov. 12 - 20th/12.

L. R. 27.