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MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1157 Press / Mis.

Dated 2nd September 1859.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, from 27th August to 2d September 1859.

No. 15. Read the following letter from G. S. FORBES, Esq., Collector of Ganjam; to J. D. BOURDILLON, Esq., Secretary to Government, Fort Saint George; dated Chetterpore, 1st August 1859, No. 231.

In reply to Extract Minutes Consultation 7th July 1859, No. 901, in which the Government notice the measures necessary for the extension of the Salt trade of this district, and direct me after conferring with the District Engineer, to report on the points specially mentioned, viz. the removal of Salt stores from the pans to the sea ports; and 2dly, the formation of a Depôt on the Trunk Road for the Naupáda salt. I have the honor to submit the following brief summary of the requirements which occur to the District Engineer and myself as best calculated to render the Salt stores easily accessible to traders from all quarters. And first as regards the manufacture of Ganjam, the pans at this place are situated at a short distance from the town and are accessible from thence by a good road. There is nothing to check a return trade in salt by Merchants bringing down grain, &c., for shipment, excepting an improvement of the natural lines of communication with the interior. Two of these lines, viz. those from the South and North are made roads, but direct means of access with the country on the left bank of the Rooskolia river (which enters the sea at Ganjam) are wanting, the number of channels which lead off from this river and its branches, render the country to the North of the river extremely difficult to be traversed by bandies and pack cattle, both in and after the rains. A road is suggested by Captain Harrington which should connect Ganjam with the town of Belloogoontah in Gumsoor (a market of great resort for the hill people) by a line through Poorshottapore in the Poobbocondah talook, thence through the Atgudda Zemindary by the large village of Boirany to the vicinity of Aska, and so to Belloogoontah, and eventually to Russelcondah. This road will traverse some of the richest and most cultivated tracts in the province, and I quite concur with Captain Harrington in recommending its eventual construction, although it will, owing to the nature of the country, be an expensive road. An estimate will be forwarded as soon as it can be prepared.

2nd. The Umaravally pans are already so near to Calingapatam that it will answer every necessary end to make the road from the pans to the town thoroughly good. An estimate for connecting the pans with the line which runs from Chicacole to Calingapatam, is already with the Chief Engineer.

3rd. Carts and Bullocks bringing grain to the port as well as those visiting the pans from the south, with the sole object of purchasing salt, will thus reach the salt stores with ease, and it is better that they should assemble where there is space sufficient for them than in the town of Calingapatam.

4th. It remains to notice, Naupáda which is as the Government observe the most important place of manufacture in the District. The approaches are now very bad in the immediate neighbourhood of the pans, but they would ere this, have been rendered practicable, had not the restriction placed on expenditure, delayed the execution of the two lines of approach for which estimates have already been sent to the Chief Engineer, viz. a road from the pans to Bonally and another to Tikali, both of which places are on the trunk road No. 6. An estimate has also been sent in for a road, which will complete the line of communication between Naupáda and Purla Kimedy, and thus with the Jeypore country.

5th. Besides these, Captain Harrington and myself think that a third road should connect Naupáda with the Trunk Road at Pátta Tikali (which is further North than the Tikali Raghoonadapoor just mentioned) an estimate will be sent in as soon as it can be prepared.

6th. The Government require my opinion on the advantage of storing the Naupáda salt at Tikali or some other suitable spot on the Trunk road, a plan which would of course, render the execution of two, out of the three lines just mentioned, unnecessary.

7th. I quite concur, however, with Captain Harrington in preferring the present position of the store, provided access to it is made easy, by opening the roads I have mentioned, and proper arrangements made to expedite the measurement and delivery of salt to the traders. The difference in the distance to be traversed would be insignificant, and so long as unnecessary delays are avoided, the objection of want of forage in the hot weather, is too generally appli-

† received by a good road

cable to weigh against the great expense of establishing, supplying, and maintaining a Government depôt, apart from the place of manufacture.

8th. There is one other point which I may notice though the Government do not specially call for my opinion, and that is the re-opening of disused pans. Salt was formerly manufactured at Munsúrkottah as well as at Ichapúr. A very busy trade is carried on at the former port, grain, sugar, and oil seeds, being exported in large quantities; if the pans were again opened at Munsúrkottah it is quite certain that many of the carts which bring these commodities to Munsúrkottah would return with loads of salt. I think it not improbable that the perfect state of the communication between Munsúrkottah and Aska, would lead to the establishment of a private Salt depôt at the latter place, which, by facilitating the journey to the Brinjáries, would doubtless increase the Salt trade.

9th. The Board of Revenue have also called on me for a report on the subjects noticed by Government. Copy of this letter and of that of the District Engineer which accompany it, will therefore be sent to the Board.

10th. Newly appointed Deputy Collector D. Nursinga Row has not yet arrived. I am inclined to think that the Salt revenue might have been maintained and increased under the present establishment, which was but lately placed on an efficient footing, without the expense of a special officer to take charge of it.

From Captain E. H. HARRINGTON, District Engineer; to G. S. FORBES, Esq., Collector of Ganjam; dated Nursinpettah, 17th July 1859.

I have the honor with reference to Proceedings of the Madras Government, Revenue Department, No. 901, dated 7th July 1859, to inform you that I have requested Captain Philipps to place himself in communication with you on the subject of improving the means of access to the Ganjam salt pans. A very useful road would be from Aska via Prosutpoor, which I would eventually continue to Russelcondah via the important villages of Bulliapadra, Vishnochakram, and Bellagoontah. The country on the left bank of the Mahanuddy and Rooskoolia rivers is entirely without roads, most difficult to traverse at any time, and impassable for several months of the year.

2. I believe there is a sufficiently good road from the town of Ganjam to the pans. On this point I request the opinion of yourself and Captain Philipps.

3. In October last year, I sent in an estimate through you to the Chief Engineer for a first class road from the Chicacole and Calingapatam road to the Umaravally salt pans. It was returned, as the times were unfavorable for submission of estimates; but on the 10th May last, I have again forwarded it under special instructions from the Chief Engineer, for the purpose of submission to Government.

4. So also, estimates for making an approach from the Kimedy boundary to Tikali en route to the Naupáda pans, and from Bomally on northern trunk road to Naupáda have been forwarded through you in October last, have been returned to me, and have again on 10th May been re-forwarded for submission to Government.

5. I trust therefore that these estimates which provide for what is wanted in paras. 4 and 5 of the order, have, ere this, been laid before Government.

6. As regards the question of the keeping the salt at the Pans or elsewhere (a point on which I have been desired to confer with you) I beg to express my opinion as follows:—

1st. The Salt should not be removed from *Omravelly* to Calingapatam. There is water and pasturage for hundreds of bullocks, and accommodation for carts at Omravelly, which are wanting at Calingapatam.

Calingapatam, as it is, is overcrowded and inconvenienced by the carts bringing grain. Salt carts mostly come from the direction of Chicacole, and the road I have proposed takes them direct to the Pans. They now adopt that line, though unmade and very difficult.

2nd. If the Roads provided for are made, to the *Naupáda* Pans, there would be no necessity for changing the locality of the Store. The simple way is to measure the salt at place

Proceedings of the Madras Government, Revenue Department, from 27th August to 2d September 1859.

of manufacture, store it there in heaps, and sell to purchasers who can reach the Pans easily, and at all times, when the approaches are made. Otherwise expensive arrangements must be made by Government to convey the salt from Pans to Trunk Road or Tikali, and to hire carriage expressly for that purpose. Roads from Pans to depôts would be equally necessary, and I doubt whether carts in sufficient numbers to keep the depôts supplied could be procured. There would be divided, and extra superintendence, part at Pans and part at depôts. There must be new buildings and platforms. In fact there would be very great additional trouble and expense without any advantage. There are topes and tanks for Brinjáries and cattle at Naupáda, and if good arrangements are *always* made to keep up a sufficient quantity of salt so that applicants may *never* be disappointed, and to *supply purchasers without any delay*, no one will be inconvenienced or complain. These two last points are *the essentials*, both at Omravelly and Naupáda, and to ensure them, unceasing care and attention *must* be devoted. If there are not measurers enough to supply all comers, there and then, more should be entertained.

7. Besides, there is a port, Bapanapadoo within 5 miles of Naupáda; we are now marking it by columns. There is a Sea Customs Establishment there, and there is no reason why some day it may not be a much frequented port, in fact it is so now by native vessels. It is not advisable to remove stores of salt from the vicinity of a port. I shall take an early opportunity of submitting an estimate for improving these 5 miles of communication.

8. With reference to para. 7 of the Government order I have long thought, that if there are no valid objections to the Munsurkottah Pans being re-opened, the benefit would be *very great*, and would abundantly repay any fresh outlay, cost of establishments, &c., &c. The approaches to this port from the interior and from the north and south are very good, and the number of carts taking grain and sugar (which would bring back salt if available) is very great.

9. I request you will be so good as to forward this letter with your own, and I shall be obliged if you will inform me as to your views on this subject.

10. The estimates duly supported by plans have all been forwarded long ago, and I am in hopes that if Government obtain at an early date the information they have asked for, and which I have endeavoured to supply in this letter, early sanction may be granted to projects so evidently beneficial.

11. My belief is that if Government make the pans accessible, depôts will be formed, irrespective of Government, in the course of trade; and that merchants will store salt at inland towns. Meet Brinjáries there, and exchange salt for the wheat, cotton, &c., brought by them. This is in fact actually the case even now, merchants, I am told, send salt from the pans to Parvatipoor at foot of Vizagapatam Ghâts, and I have often seen strings of carts taking salt from Ganjam and Naupáda Pans to depôts near the Goomsoor Hills for retail to Khonds and Hill traders.

No. 16. ORDER THEREON, 30th August 1859, No. 1157.

In this letter, the Collector of Ganjam replies to the Proceedings of Government of the 7th July, No. 901, on the subject of the improvement of the salt revenue of that district.

2. It is stated that the pans and adjacent port of Ganjam are already connected by a good road; and that there are also good roads to the north and to the south, viz. by the northern trunk road. But the local officers propose the opening of a road into the interior to the westward, through the country lying on the North bank of the Rooskoolia, which is stated to be now entirely destitute of roads.* The proposed road is for the present to end at Bellagoontah, a great mart near Goomsoor; but to be ultimately extended to Russelcondah. Government approve the project of this road, and wish to receive the estimate, which is understood to be under preparation, as early as possible. It should be for a good practicable road, of inexpensive and therefore rapid construction, to be improved afterwards by means of a liberal maintenance allowance. The line should be carefully selected; as the ultimate improvability of the road will so much depend on its being well laid out.

* *Para.* 1, *Distt. Engr's. letter* 17*th July* 1859.

3. In para. 5 of the order of August 13th 1859, No. 1949, the Government have already acceded to the recommendation of the District Engineer that the Umaravally store should not be removed to Calingapatam. In the same order they have also sanctioned a road from that store to the road between Chicacole and Calingapatam; it now only remains so far as this station is concerned, to send up without delay an estimate for improving the road from the town of Calingapatam to the pans.

4. Adverting to paras. 4 and 5 regarding Naupáda, Government will be prepared to give consideration to the project of a road from the pans at that place to Pátta Tikali, on receipt of the estimate with detailed information. Sufficient reason will however be expected for recommending a third road from these stores, differing but little in direction from that already sanctioned to Tikali Raghunáthapuram.

5. In para. 8 the Collector adverts to the former manufacture of salt at Mansúrkottah and Ichapúr. In para. 7 of their Proceedings of the 7th July 1859, No. 901, Government invited the opinion of the Board of Revenue on the expediency of re-opening the pans closed in 1856; but the Collector has done quite right in noticing the subject. The Board will now be pleased to report their opinion on Mr. Forbes' suggestion to re-open the Mansúrkottah pans, with the detailed arrangements which they would recommend, if they approve the proposal. It does not appear that the Collector advocates the re-opening of the pans at Ichapúr, probably because they were closed prior to 1856, and perhaps for other reasons which he does not signify.

6. Adverting to para. 10 of the Collector's letter, the Governor in Council expects that he will treat D. Narsinga Ráu with full confidence, and give him all the support and assistance in his power, in the discharge of his duty.

7. Before closing these proceedings, the Government wish to call the particular attention of the Board of Revenue and of the Collector to the District Engineer's remarks in para. 6 of his letter, as to the essential importance of constantly maintaining a sufficient
17*th July* 1859. supply of salt at the stores, and of having a sufficient number of measurers to supply the Brinjáries without detention. The Governor in Council fully agrees with Captain Harrington as to the importance of attending to these points; and there is a third not less essential, viz. to use all possible means to prevent the Salt servants from designedly detaining the Brinjáries, and to punish severely every instance of such wilful detention.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Revenue Dept.

No 1159

Proceedings of the Madras Government

Under date the 30th August 1859.

Read the following

Letter from the Collector of

Ganjam.

Reports on measures con-
nected with the improvement
of the salt trade of his district,
and recommends certain lines
of road.

(Here enter 1st August 1859
No 231)

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Collector of Ganjam replies to
the Proceedings of Government
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* para 4 Distt Engrs letter 17 July

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17th July 59

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[signature]

6 Copies To
The Board of Revenue Dupl
10 " " Chief Engineer
Collector of Garsam