M.R.O. 14—10,000—21-4-23

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No.	1629	Press ~~Mis.~~
99-100		
Dated	30 — 11 — 1859.	

Not to be folded or roughly handled

No. 99. Read the following Proceedings of the Board of Revenue, dated 3d November 1859, No. 4487.

Read letter from the Collector of Ganjam, dated 3d August 1859, No. 233.

(In Con. 23d August 1859, No. 4229.)

In the above letter the Collector replies to the Board's Circular of the 22d June, and their later one of the 11th July last, regarding the Proceedings of Government, dated 7th idem, respecting the improvement of the Salt Department in Ganjam. Those Proceedings were also forwarded to the Collector direct from the Government office, and a copy of his reply to them forms an enclosure in the above communication.

In Con. 8th July 1859, No. 3315.

2. There are now three pans in the district, viz. Ganjam, Nowpadah and Umaravally, and the Board will discuss the Collector's propositions in regard to each separately.

3. GANJAM.—This pan is the most northern. The average annual manufacture during the last three years, has been Indian maunds 1,70,899, the sales Indian maunds 1,03,591. The salt at present is black and small, owing apparently to its being collected daily; it is intended hereafter to collect it every third day, and an improvement in its quality is expected from this change. The rate of remuneration allowed to the manufacturers was formerly very low. In 1858 it was raised to Rupees 9 per garce, which the Collector considers sufficient.

E. M. C. 19th March 1858, R. D., No. 354, in Con. 22d March 1858, No. 1231.

4. From its position Ganjam should supply salt to the Goomsoor country as well as to the south eastern provinces of Bengal and part of Nagpore. The northern trunk road passes through Ganjam, and by it the pans have good communication with the country to the north and south. To the westward, however, there is no road, and the country is extremely difficult and even impassable for months owing to the number of channels from the Rooskolia river, which enters the sea at Ganjam. The Collector and District Engineer regard this as the great want, and propose a road along the left or northern bank of the Rooskolia viâ Poorshottapoor, Boirany and Aska to Belloogoontah and ultimately Russellcondah. The direction of the road will be north-westerly, and it will traverse a rich tract of country, though, for the reasons stated above, its construction will be expensive. Estimates are now being prepared and will be submitted as soon as practicable.

5. A reference to the map suffices to show the soundness of this recommendation of the local officers, but the road will still leave a considerable tract to its north destitute of communications. These must be provided after the main road is completed and probably will be of a less expensive character. It will need consideration, whether these should not be attended to, before the main road is carried further west than Aska. A good road already exists, the Board believe, from Berhampore viâ Aska and Goomsoor to Russellcondah along the southern bank of the river, and, if the Munsoorcottah pans are re-opened, salt will be supplied from thence by traders for the country west of Aska, and short roads from each side of this line to the different markets would probably be the best course to adopt at first.

6. The pans are close to the town of Ganjam and easily accessible from it.

7. The *Umaravally* pans are the most southerly and close to the port of Calingapatam.

8. The manufacture has annually averaged Indian maunds 1,67,736 during the last three years, and the sales Indian maunds 1,35,088. The salt is not so fine as that of Nowpadah, but less bitter. The "Coodewarum," or manufacturers' share, is Rupees 7½ per garce.

9. These pans are so near Calingapatam and the local officers consider that a good road will render it unnecessary to have a depôt at the latter. Traders bringing goods for export from Calingapatam will thus be enabled with ease to obtain return-loads of salt, and will find at Umaravally, pasturage, water and space, requisites wanting in Calingapatam which is already over-

crowded by other traffic. An estimate for a first-class road from the Chicacole and Calingapatam road to the pans has just been sanctioned. This line, though now difficult and in fact unmade, is already adopted by the traders.

10. Umaravally from its situation is naturally the place from which return loads of salt should be furnished for all the traffic which Calingapatam draws from the country to its south and west, as well as from its immediate neighbourhood. The trade drawn from the country north and north-west of the port can be more conveniently supplied with salt from Nowpadah.

11. The *Nowpadah* pans are about 18 miles north of Calingapatam, and are the most important in the district.

12. The average annual manufacture at them has been Indian maunds 6,21,555, and the sales Indian maunds 3,53,006. The salt is of fine quality but slightly bitter. The manufacturers' remuneration is 6 Rupees per garce, and less than at either of the other pans.

13. Important as these pans are, the approaches to them are particularly bad. Estimates for two roads, one to Teecally and the other south-west to Bomally, on the northern trunk road, were sent to the Chief Engineer in Oct. last, but the projects were deferred owing to the restriction on expenditure. They have since been re-submitted as well as a third estimate connecting Teecally with the roads in Purlakimedy. The first and last of these have been sanctioned in the order of Government, dated 13th August, (Public Department, Public, No. 1949), and the second is already in the budget of the current.

In Con. 16th August 1859.

14. Nowpada, from its position is the place whence the Purlakimedy country and the adjacent parts of Jeypoor should draw their supplies, and the construction of the roads above mentioned will without doubt be advantageous both to Government and the people.

15. Both the Collector and District Engineer are averse to the establishment of a depôt for Nowpadah salt at Calingapatam. A depôt would certainly entail considerable expense, as a separate or at least larger establishment would be necessary, and there would be difficulty in procuring carriage, &c. The wants of traders resorting to Calingapatam from the south might be met by increasing, if necessary, the manufacture at the pans immediately adjoining it, viz. Umaravally, leaving Nowpadah to supply those from the north and north-west, who pass close to it in their route to and from Calingapatam. This will be done by making the roads proposed by the District Engineer, and as the formation of roads must precede the establishment of a depôt, the latter question may be reserved for future consideration.

16. In the neighbourhood of Nowpada there is a sea port, Bapanapador, already frequented by native vessels, and which, with communications into the interior, may become of some importance. The District Engineer is about to send in an estimate for improving the road between this port and Nowpadah, which is only five miles long. Considering the short distance of Nowpadah from the trunk road, the Board do not think a depôt on it would be a material convenience to the people.

17. The Board observe that considerable delay is alleged to occur in supplying the traders at the Umaravally and Nowpadah pans, owing apparently to the want of a sufficient number of measures, though the Collector expresses himself satisfied with the existing establishments. The Board regret that this point is not more fully noticed by the Collector, and they resolve to draw his early attention to it. The extent of the daily sales will enable him to judge whether there are not enough measurers, or whether they do not attend properly to their duties.

18. The only remaining point for consideration is the opening of the Munsoorcottah pans, which the Board think a very advisable measure.

19. Munsoorcottah is a rising port and the outlet of the sugar and other valuable produce of the northern part of the district. There is a good road already from it to Aska, and the Board presume, at least tolerable means of communication with Goomsoor and Russelcondah. The

Proceedings of the Madras Government, Revenue Department, for the month of November 1859.

distance from Ganjam, though not very great, is still of consequence when the high monopoly price of salt is considered, and to provide return loads of salt at Munsoorcottah for the carts, &c., bringing produce thither from the interior for export, cannot but be convenient to traders and advantageous to Government. The Board, therefore, strongly recommend that these pans should be re-opened on such a scale as to admit of their supplying the tract of country which sends its surplus produce to Munsoorcottah for export. In doing this, the old pans should not be re-opened as a matter of course, but the best site should be selected with reference to its capabilities, position and other such considerations, for there can be no doubt that as the trade of the port increases, the demand for salt to be conveyed into the interior will also steadily rise, and any mistake in the location of the pans will hereafter be a source of inconvenience and loss. These and other matters such as the establishment required, the remuneration to be given to the manufacturers, &c., may properly be left for the Deputy Collector, D. Narasinga Row, to enquire into on the spot and treat of in the report which Government have directed him to submit three months after he joins.

20. Even if the Munsoorcottah pans are re-established, there will be a considerable extent of country between them and Nowpadah left without either pans or depôt within easy distance, from which to draw its supplies of salt. It will, therefore, be matter for consideration whether another set of pans will not be necessary at some intermediate place or port for smuggling, and illicit manufacture must be expected if the people are not afforded reasonable facilities for procuring salt from the Government stores. This question will also be properly considered in the Deputy Collector's report.

21. As regards increase of salt sales no opinion can yet be formed. The home and inland sales of Fusly 1268 amounted to Indian maunds 6,62,000 or sufficient at 18 lbs. annually per head for a population of rather more than three millions. The population of Ganjam by the last Census was 9,50,000.

22. The home sales alone were Indian maunds 1,64,534 or sufficient at the above rate for a population of nearly 8,00,000. It is well known, however, that salt nominally taken for the inland markets, is often retailed in transit.

23. The present establishments were sanctioned in 1858. In their Proceedings, dated 3d July 1858, with a view to provide for a well-paid general superintendent, the Board proposed various alterations, the consideration of which was deferred, pending the introduction of the excise. At present there are well paid superintendents at each place of manufacture, and the entire establishment charges amount to Rupees 9,540-0-0 per annum, or two per cent. on the average sales of the last three years. The appointment of a Deputy Collector in special charge may admit of some reductions, at all events at his head quarters station, but looking at the distance of the several pans from each other, the Board think it very necessary that the local superintendents should still be well paid. However active the Deputy Collector may be, he cannot personally supervise every pan on such an extensive line of coast, and unless trustworthy superintendents are secured, his absence will be taken advantage of.

E. M. C. 19th March 1858, *R. D., No.* 354.
In Con. 22nd March 1858, *No.* 1231.

24. All the Board can do on the present occasion is to recommend for consideration in the Department Public Works, the road proposed by the Collector and district Engineer from Ganjam westwards.

The opening of new pans, the establishments really requisite, and the other administrative improvements which may suggest themselves, will be considered when the Deputy Collector's detailed report is received.

25. In the propositions which will then be laid before them, the Board wish information regarding the course of the traffic from each pan, as being a point of great importance. Thus it would be a mistake to enlarge the manufacture at Nowpadah, merely to supply a demand at

Calingapatam when there are pans quite close to that place which can meet that demand, saving Government or the private trader the expense of carriage from Nowpadah.

26. Meanwhile the Collector will arrange at once for preventing the delays complained of at Nowpadah and Umaravally.

27. The Deputy Collector's report should be accompanied by fair samples of the salt manufactured at each place. The expense, &c. of depôts should be stated, as Government may decide on at least trying them. One advantage of depôts must not be overlooked, viz. that by removing the place of sale from that of manufacture, the opportunities for fraudulent sales at the pans, &c., are considerably lessened, as the concealment is more difficult.

In Con. 8th July 1859, *No.* 3315. Ordered that a copy of these Proceedings be submitted to Government, with reference to their Proceedings, dated 7th July 1859, Revenue Department, No. 901.

(A true Extract.)

(Signed) W. HUDLESTON, *Acting Secretary.*

No. 100. ORDER THEREON, 30th November 1859, No. 1629.

In reply to the early part of the proceedings of Government of the 7th July last No. 901, the Board of Revenue report in this paper on the measures proper for improving the salt revenue of the Ganjam district, submitting at the same time a copy of the Collector's letter to Government on the subject dated 1st August 1859 No. 231, which he transmitted to the Board as containing his views. On this latter paper orders have already been passed,* but a few points remain to be noticed in the Board's proceedings.

* *Proceedings of Government 30th August* 1859 *No.* 1157.

2. The Government concur generally in the Board's remarks. In paragraph 5, they advert to the proposition of the District Engineer and Collector to make a road westward from Ganjam along the north bank of the Rushkúlia, to be eventually extended from Aska to Russelkondah; and they remark that it is a matter for consideration whether branch lines to the north, of the proposed road, ought not to be attended to before the main road is extended further west than Aska. They also suggest the formation of short branch roads, north and south of the Mansúrkotta and Russelkondah road, for the supply of the several markets. Both these suggestions deserve attention; and the former one in particular should be considered by the District Engineer when sending up future estimates for the Ganjam and Aska road.

3. Government have already called the Collector's particular attention† to the delay noticed in paragraph 17, in supplying the traders at the Umaravally and Naupádá pans. They have also, in paragraph 5 of the same order, asked for the Board's opinion on the subject of re-opening the Mansúrkotta pans: they have only now to observe that they will await the Board's fuller report on this question. The consideration of the establishments to be entertained, which the Board hint might be left to Deputy Collector D. Nursinga Raú, falls within the duty assigned to Mr. Pelly in the revision of the Revenue establishments generally.

† *Government Proceedings 30th August* 1859 *No.* 1157 *paragraph* 7.

4. The Government will be prepared to give consideration to such suggestions as may be offered on the subject noticed in paragraph 20, viz. the opening of entirely new pans between Naupádá and Mansúrkotta for the supply of the intervening tract of country; but such suggestions should come before Government duly supported by facts and reasons.

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

No. 4487.

PROCEEDINGS of the BOARD of REVENUE, dated 3d November 1859.

Read letter from the Collector of Ganjam, dated 3d August 1859, No. 233.

(In Con. 23d August 1859, No. 4229.)

In the above letter the Collector replies to the Board's Circular of the 22d June, and their later one of the 11th July last, regarding the Proceedings of Government, dated

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E. M. C 19th March 1858, R. D., No. 354, in Con. 22d March 1858, No. 1231. 1858 it was raised to Rupees 9 per garce, which the Collector considers sufficient.

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5. A reference to the map suffices to show the soundness of this recommendation of the local officers, but the road will still leave a considerable tract to its north destitute of communications. These must be provided after the main road is completed and probably will be of a less expensive character. It will need consideration, whether these should not be attended to, before the main road is carried further west than Aska. A good road already exists, the Board believe, from Berhampore viâ Aska and Goomsoor to Russellcondah along the southern bank of the river, and, if the Munsoorcottah pans are re-opened, salt will be supplied from thence by traders for the country west of Aska, and short roads from each side of this line to the different markets would probably be the best course to adopt at first.

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In Con. 16th August 1859

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17. The Board observe that considerable delay is alleged to occur in supplying the traders at the Umaravally and Nowpadah pans, owing apparently to the want of a sufficient number of measurers, though the Collector expresses himself satisfied with the existing establishments. The Board regret that this point is not more fully noticed by the Collector, and they resolve to draw his early attention to it. The extent of the daily sales will enable him to judge whether there are not enough measurers, or whether they do not attend properly to their duties.

18. The only remaining point for consideration is the opening of the Munsoorcottah pans, which the Board think a very advisable measure.

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20. Even if the Munsoorcottah pans are re-established, there will be a considerable extent of country between them and Nowpadah left without either pans or depôt within easy distance, from which to draw its supplies of salt. It will, therefore, be matter for consideration whether another set of pans will not be necessary at some intermediate place or port; for smuggling and illicit manufacture must be expected, if the people are not afforded reasonable facilities for procuring salt from the Government stores. This question will also be properly considered in the Deputy Collector's report.

21. As regards increase of salt sales no opinion can yet be formed. The home and inland sales of Fusly 1268 amounted to Indian maunds 6,62,000 or sufficient at 18 lbs. annually per head for a population of rather more than three millions. The population of Ganjam bythe last Census was 9,50,000.

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E. M. C. 19th March 1858, R. D., No. 354.

In Con. 22nd March 1858, No. 1231.

22. The present establishments were sanctioned in 1858. In their Proceedings, dated 3d July 1858, with a view to provide for a well-paid general superintendent, the Board proposed various alterations, the consideration of which was deferred, pending the introduction of the excise. At present there are well paid superintendents at each place of manufacture, and the entire establishment charges amount to Rupees 9,540-0-0 per annum, or two per cent. on the average sales of the last three years. The appointment of a Deputy Collector in special charge may admit of some reductions, at all events at his head quarters station, but looking at the distance of the several pans from each other, the Board think it very necessary that the local superintendents should still be well paid. However active the Deputy Collector may be, he cannot personally supervise every pan on such an extensive line of coast, and unless trustworthy superintendents are secured, his absence will be taken advantage of.

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24. In the propositions which will then be laid before them, the Board wish information regarding the course of the traffic from each pan, as being a point of great importance. Thus it would be a mistake to enlarge the manufacture at Nowpadah, merely to supply a demand at Calingapatam when there are pans quite close to that place which can meet that demand, saving Government or the private trader the expense of carriage from Nowpadah.

25. Meanwhile the Collector will arrange at once for preventing the delays complained of at Nowpadah and Umaravally.

26. The Deputy Collector's report should be accompanied by fair samples of the salt manufactured at each place. The expense, &c. of depôts should be stated, as Government may decide on at least trying them. One advantage of depôts must not be overlooked, viz. that by removing the place of sale from that of manufacture, the opportunities for fraudulent sales at the pans, &c., are considerably lessened, as the concealment is more difficult.

In Con. 5th July 1859, No. 3315.

Ordered that a copy of these Proceedings be submitted to Government, with reference to their Proceedings, dated 7th July 1859, Revenue Department, No. 901.

(A true Extract.)

Acting Secretary.

To

J. D. BOURDILLON, Esq., Secretary to Government, R. D.

Copy to Collector of Ganjam

Exd. J. Wright.

Comm. 19 March 58 No 35 to 37.
— 8 July — 59 — 57 to 59
Rt. — 19 Augt — — 748-

Revenue 1859 Department
Pros. of Govt. 30th November. 2072.

Proceedings of the

Board of Revenue.

Dated 3d Novr 1859

Desp. 9 Do.

Rec. 10 — Do.

Encl. 1-

No 4487-

Ad 1629- 30th November.

Submitting with the Boards remarks and recommendations certain propositions of the Collr of Ganjam with respect to the improvement of the Salt department of the District-

No 99.

Enclosure No 1 in Pros: ceedings from the Secy to the Board of Revenue to the Secy to Govt Revenue Department dated 3d Novr 1859 No 4487-

Letter from the Collector of Ganjam to the Secy to the Board of Revenue dated 3d Augt 1859 No 233- Regarding the Salt

R 2072/59

30 Nov/59

No 1629

province, and I quite concur with Captain Harington 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.

2. The Oomaravilly 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.

3. 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.

4. It remains to notice. Nowpada 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 Bomally and another to Teckally, 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 Nowpada and Purlah Kimedy, and thus with the Jeypore country.

5. Besides these, Captain Harington and myself think that a third road should connect Nowpada with the trunk road at Teckallypatnam (which is further north than the Teckally Raghoonadapoor just mentioned). An estimate will be sent in as soon as it can be prepared.

6. The Government require my opinion on the advantage of storing the Nowpada salt at Teckally 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.

7. I quite concur, however, with Captain Harington 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 applicable to weigh against the great expense of establishing, supplying and maintaining a Government depôt, apart from the place of manufacture.

8. 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 Munsoorcottah as well as at Itchapoor. 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 Munsoorcottah, it is quite certain that many of the carts which bring these commodities to Munsoorcottah would return with loads of salt. I think it not improbable that the perfect state of the communication between Munsoorcottah and Aska would lead to the establishment of a private salt depôt at the latter place, which by facilitating the journey to the Binjaries, would doubtless increase the salt trade.

9. 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.

10. The 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.

(True Copy.)

(Signed) G. S. FORBES,
Collector.

Enc. 2.

From E. H. HARINGTON, Esq., District Engineer,
To G. S. FORBES, Esq., Collector of GANJAM,
dated Camp Nursimpetta, 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 viâ Prosutpore which I would eventually continue to Russellcondah viâ the important villages of Bulliapadra, Vishoochakrum and Bellogoonta. The country on the left bank of the Mahanuddy and Rooshkoolia 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 Omaravelly 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 Teckally, on route to the Nowpada pans, and from Bomally on Northern trunk road to Nowpada, 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 paragraphs 4 and 5 of the order, have, ere this, been laid before Government.

6. As regards the question of 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 *Omaravilly* to Calingapatam. There is water and pasturage for hundreds of bullocks, and accommodation for carts at Omaravilly 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 *Nowpada* pans, there would be no necessity for changing the locality of the store. The simple way is to measure the salt at place 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 Teckally, 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 Binjaries and cattle at Nowpada, 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 Omaravilly and Nowpada 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 five miles of Nowpada; 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 five miles of communication.

8. With reference to paragraph 7 of the Government order, I have long thought, that if there are no valid objections to the Munsoorcotah pans being re-opened, the benefit would be very great and would abundantly repay any fresh outlay, cost of establishment, &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 to meet Binjaries 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 ghauts, and I have often seen strings of carts taking salt from Ganjam and Nowpadah pans to depôts near the Goo[illegible] hills for retail to khonds and hill trades.

(True Copy.)

(Signed) G. S. FORBES,
Collector.

ENC. 3.

STATEMENT shewing the produce of each Cotaur, the rate of remuneration paid to manufacturers, average sales for the last 3 years, and the present establishment.

Names of Cotaurs.	Quantity manufactured.			Rate of remuneration per garce to manufacturers.	Average sales for the last 3 years.	Establishment.			Remarks as to the quality of salt produced in each Cotaur.
	Fusly 1266.	Fusly 1267.	Fusly 1268.			Designation.	Rate of pay per mensem.		
	Maunds.	Maunds.	Maunds.	Rs. A. P.	Maunds.				
Ganjam.....	1,76,353	1,55,145	1,81,200	*9 0 0	1,03,591	Superintendent.....	100	0 0	The salt produced at Ganjam is gathered daily and is small and black, next year it will be collected every third day, and its quality much improved.
						Peishcar.....	20	0 0	
						Goomastah.....	12	0 0	
						Shroff.....	10	0 0	
						Duffadar.....	10	0 0	
						Naib Duffadar.....	6	0 0	
						24 Peons at 4 Rs. each per mensem.	96	0 0	
						7 Measurers at 3 Rs. each do.	21	0 0	
									275 0 0
Nowpadah.....	5,69,657	6,22,608	6,72,400	6 0 0	3,53,006	Superintendent.....	125	0 0	
						Peishcar.....	20	0 0	
						Goomastah.....	12	0 0	
						Shroff.....	10	0 0	Fine crystals, but slighly bitter.
						Duffadar.....	10	0 0	
						Naib do.	6	0 0	
						30 Peons at 4 Rs. each per mensem.	120	0 0	
						6 do. at 3 do.	18	0 0	
						9 Measurers do. do.	27	0 0	
									348 0 0
Oomervelly.....	1,84,827	1,63,980	1,54,400	7 8 0	1,35,088	Peishcar.....	20	0 0	
						Goomastah.....	12	0 0	
						Shroff.....	10	0 0	Not so fine in appearance, but said to be sweeter.
						Duffadar.....	10	0 0	
						Naib do.	6	0 0	
						24 Peons at 4 Rs. each per mensem.	96	0 0	
						6 Measurers do. do.	18	0 0	
									172 0 0
									795 0 0

* In the first of these fusalies lower rates were paid, viz.

At	Ganjam.....	6	5 7
,,	Nowpadah.....	4	3 10
,,	Oomervelly.....	5	4 10

GANJAM, 3rd August 1859.

(Signed) G. S. FORBES, Collector.

points remain to be noticed in the Board's proceedings.

2d. The Govt. concur generally in the Board's remarks. In para 5, they advert to the proposition of the District Engineer and Collector to make a road westward from Ganjam along the North bank of the Rushikúlia, to be eventually extended from Aska to Russelkondah; and they remark that it is a matter for consideration whether branch lines to the north of the proposed road, ought not to be attended to before the main road is extended further west than Aska. They also suggest the formation of short branch roads, north and south of the Mansúrkóta and Russelkondah road, the supply of several materials. Both these suggestions deserve attention, & the former one particular should be considered by the District Engineer when sending up future estimates for the Ganjam and Aska road.

Govt. have already called the Collector's particular attention to the delay noticed in para 17, in supplying the traders at the Umaravally and Nampáda pass. They have also, in para 5 of the same letter, asked for the Board's opinion on the subject of re-opening the Mansúrkóta pass: they have only now to observe that they will await the Board's fuller report on this question.

The

* Govt. Ltr. 30 Aug/54 to 1157 Para 7.

The consideration of the Est
ments to be undertaken in the
the Board that might be left
to Deputy Collector R Nun
singa Rau, falls within the
duty assigned to Mr Pelly
on the revision of the Revenue
establishments generally.

2d The Govt will be
prepared to give consideration
to such suggestions as may
be offered on the subject named
in para 2, viz the opening of the
Kurdy main pass between Nan
jpada & Munsukhotta for the
[redacted] by the intervening part
of country; but such sugges
tions should come before Govt
duly supported by facts &
reasons.

2 to Supt Chr Pelly Dupl: 1st
Board of Revenue &
Chief Engineer

Revenue 1859 Department.
Rec.d of Govt. 30th November.

No. 1629.

From the Madras Govt.
D.d 30th November 1859

On the propositions of
the Collector of Ganjam with
respect to the improvement
of the Salt Depôts of that
District.