M.R.O. 14—10,000—21-4-22

# MADRAS RECORD OFFICE.

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## Government of Madras.

Revenue **DEPARTMENT.**

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| G.O. No. 1211 | Press Mis. |
| 253-257 | |
| Dated 21-7-1869. | |

***Not to be folded or roughly handled***

*Proceedings of the Madras Government, Revenue Department,*
*21st July* 1860.

No. 253. Read the following letter from G. S. FORBES, Esq., Collector of Ganjam, to J. D. BOURDILLON, Esq., Secretary to Government, Fort Saint George, dated Chetterpur, 27th June 1860, No. 164 :—

I have the honor to submit herewith copy of the District Engineer's letter and that of my reply to him as called for in your Telegram of this date.

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From Captain E. H. HARINGTON, District Engineer of Ganjam, to G. S. FORBES, Esq., Collector of Ganjam, dated Chicacole, 31st May 1860, No. 30.

1. Government, in their Order 26th April 1860, No. 642, sanctioned a Salt Depôt on the Vamshadara river, in the Ganjam District, and authorized the Collector and District Engineer to take the necessary steps for giving effect to the sanction. The funds necessary for the platform, and for building boats, viz., Rupees 8,000, are to be taken from the sum allowed in the Budget of 1860-1, for unforeseen works (Rupees 10,000 for Ganjam District).

2. I have, therefore, been making, particular enquiry into the scheme, as proposed by the Deputy Collector, D. Narasinga Ráu, and I am of opinion that the practicability of taking Salt by the river to Battili is not so certain as he thinks ; and that, at all events, it should be made the subject of further investigation before any large expenditure is risked. I need not remark that the funds sanctioned for Public Works, for this District, are very limited, and by no means equal to our pressing wants, and that we should, therefore, be careful to spend our allotment, with a view to the best advantage, and most certain results.

3. On the 29th instant, I have consulted the Calingapatam boatmen, and they have told me,

(1.) That it takes from 13 days to 10, or 8 days to take up *empty* boats from Calingapatam to Battili, and they gave me to understand that it oftener took about 13 days, than any shorter period. I think, therefore, that the period of "within 7 days" stated in the Deputy Collector's Memorandum is too short.

(2.) *Nine* men are required to each boat, not *six*.

(3.) The boats would come down with the current in two or three days ; but an important point to be noticed is that to admit of this being done there should not be too *much* or too *little* water. I was told that there were not above three or four such opportunities during the season.

(4.) The men declared that it would not be *possible* to take a loaded boat *up* the river. It is often with the greatest difficulty that an *empty* boat can go up. The boats they use are flat bottomed, very light, and when empty draw about one foot. Their load is 40 bags of 164lbs. each, or about three tons. When loaded they draw three and a half feet of water. The dimensions of their boats are : length 24 feet, depth 4½ feet, breadth between 5 and 6 feet. When I asked them whether boats of greater length could be used, they replied that they could *not* on account of the windings, and often the narrowness of the stream in the deep bed, between shoals. Thus, if light short boats, drawing one foot water, can only be taken up (often with very great difficulty) *empty*, we should, I think, enquire further before we pronounce it practicable, as proposed, to send up *loaded* boats of 25 tons each, drawing 2 or 2½ feet water, and probably some 75 feet long. The opinion of these boatmen, knowing the river thoroughly, and speaking from experience, is of too much weight to be set aside on the knowledge we at present possess.

(5.) There are several places where rocks and shoals impede the navigation. These difficulties should be known before the present scheme is pronounced practicable. I believe Narasinga Ráu has not yet been able to examine the river.

4. Besides the sum of Rupees 8,000 for building boats, and making a platform, an outlay of between 2 and 3,000 Rupees, at least, would be necessary for excavation of a canal from the Calingapatam river to the Umáravalli Pans. The Deputy Collector's Estimate of Rupees 1,000 is not sufficient, as the canal must be cut across the Chicacole and Calingapatam road, and a bridge must be built for the traffic of that line, often enormous.

5. I would, therefore, suggest that, before risking any large outlay, the practicability of the scheme should be better studied during the ensuing rainy season. I do not believe, in any case, that the 14 boats could have been built in sufficient time for use this season.

6. It should not be forgotten that we are now making an excellent cart road from Battili to Híramandalam, in the Kimidi Zamíndári, and that Government have approved of the project of continuing it from Híramandalam to Alikam, on the existing main road, which leads thence direct to the Umáravalli Pans. Thus even should this scheme, viz., of taking Salt by boats, be found not to answer, there will be, ere long, a very good cart road connecting Battili with the Pan which would somewhat obviate the necessity for a Depôt. Moreover, were the road made, "Bray's Traction Engine" (as now proposed by Messrs. Binny and Co., for use on the Aska and Berhampore road) would (if the accounts of it are correct), draw 30 tons a trip, from 2½ to 5 miles per hour and could travel throughout the year.

7. Rivers are not considered favorable for navigation, if the fall is above 2 feet per mile. The fall of the Vamshadara river is certainly nearer 4 feet. The uncertainty of the depth of the water is also a great obstacle. A few hours rain brings a heavy flood and rapid current, which would be serious impediments to laden boats with valuable cargoes, attempting to go up. At other times, want of rain leaves barely 3 feet (or less) in depth, not sufficient for loaded boats; especially where rocks and shoals must be passed.

8. I am forwarding a copy of this letter to the Chief Engineer for his information.

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From G. S. FORBES, Esq., Collector of Ganjam, to Captain E. H. HARINGTON, District Engineer, Chicacole, dated Chetterpur, 6th June 1860, No. 102.

1. In reply to your letter No. 30 of the 31st ultimo, regarding the formation of a Salt Depôt, I must express my regret that you should have forwarded a copy of it to the Chief Engineer, because I think that you might have been induced after discussing the subject, to modify the objections you now instance against the formation of a Depôt, and which seem only to have occurred to your mind, subsequent to the late Order of Government.

2. You observe that your enquiries among the boatmen lead you to consider Narasinga Ráu's estimation as to the time occupied in transit, the number of men required for each boat, the depth of water to be met with, and other points, as erroneous. His Estimates were made however, after enquiry among the Natives at a time when no knowledge of his scheme had escaped. Now the case is different. Your informants, the Calingapatam boatmen, have all an interest in opposing the undertaking and exaggerating its difficulties. It is, matter of fact, however, that they in common Masoolah boats (which I must observe are not flat bottomed), ascend and descend the river throughout the monsoon, and that without the advantage of flat bottomed craft, they bring down heavy cargoes of rice, &c.

3. The cost of the boats you also think under estimated by Narasinga Ráu, I have not seen the plan which appears to have been forwarded by yourself to the Superintendent at Dowlaishwaram, but in telegraphing to that Officer on the subject the other day, I requested him to use his own discretion as to the best shaped boat for tracking up a stream (given the burden and draft of water), and I think under those conditions he would probably have been able to build at the rate of 600 Rupees.

4. It is, however, too late to hope for a successful commencement within the time named by Government, meanwhile, I have desired the Deputy Collector to construct one boat immediately as an experiment, and he will ascend the river as soon as she is ready. I shall also at once address the Superintendent at Dowlaishwaram to ascertain the precise time and cost at which he can furnish 13 boats.

5. As regards the continuation of the Battili road and its use in supplying a Salt Depôt, I must observe that the calculations regarding expense of carriage would be widely different if the Salt were to be carried by land, and I cannot, therefore, recognize in the proposed road any reason for deferring the attempt at water carriage.

6. Of the fall in the bed of the Vamshadara, I have made little personal observation, but if I am not mistaken, you yourself do not speak from actual acquaintance with the course of

the river inland. The best test of the character of the stream is that it is already navigated by those who are not likely to brave any great difficulties in the transit as their calling is that of sea-going boatmen.

7. I regret as much as yourself that the expenses of the Depôt should fall upon the fund allotted for the Public Works of the District, but it seems to me that the Orders of Government leave us no option and demand a prompt effort to carry out the scheme.

8. I have only to add that the canal from the Umáravalli Pans to the river is by no means an indispensable part of the scheme, nor do I think it necessary to press its execution till Salt has been successfully taken up to Battili. It can easily be carted from the platform to the river.

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No. 254. ORDER THEREON, 21st July 1860, No. 1,211.

* *Board's Procs. Feb. 14th*, 1860, *No.* 801.

1. In February last,* the Board of Revenue sent up with their recommendation a plan proposed by the Deputy Collector in charge of the Salt Department in Ganjam, for establishing a Depôt for the sale of Salt at a place called Battili, or Gannupúr, 60 miles inland. Battili is situated on the river Vamshadara; and the proposal was that the Salt should be taken up the river in boats. The boats were to be built for the purpose, and to be towed up the stream by coolies. In their Proceedings of the 26th April last, No. 642, the Government sanctioned the establishment of the Depôt; granting funds for building the platform and the boats out of the amount allowed in the Budget of 1860-61 for unforeseen works, and giving other instructions connected with the formation of the Depôt.

2. After the receipt of these Orders, the Collector twice addressed Government, reporting the impracticability of commencing operations so early as the Government expected, owing to the difficulty of building boats either at Dowlaishwaram or Calingapatam, and stating that the District Engineer had "started difficulties in the execution of the plan." As the Collector omitted to send up Captain Harington's letter, and his own reply to it of which he made mention, the Government called for these papers on the 2nd July last.† Mr. Forbes now complies with this request; and the letters submitted make it necessary to re-consider the question.

*6th June* 1860.
*9th June* ,,

† *Proceedings, No.* 1,089.

3. Captain Harington's objections are founded chiefly on information personally obtained from the boatmen, who are familiarly acquainted with the character of Vamshadara river. They are to the effect, that the voyage up is difficult and tedious, even for empty boats; that it requires nine men to each boat, while the Deputy Collector allowed only six men for loaded boats of much larger size; that for loaded boats to descend the river there must be neither too little water nor too much, and that this medium state occurs only two or three times in a season; that it would not be possible to take loaded boats up the river; and that the cost of the boats and platform would amount to much more than the Deputy Collector supposed, independently of the expense of the Canal from the Umáravalli Pans to the Calingapatam river.

4. It appears to Government that under the strong adverse opinion expressed by Captain Harington, supported too by reasons apparently so sound, further proceedings ought to be stayed till he shall report his opinion, after studying the river and the practicability of the scheme, as he proposes in paragraph 5. One fact which seems to afford strong ground of presumption against the scheme, is that although the river is freely used for bringing produce *down*, yet neither Salt nor anything else is ever carried up; the boats being taken up *empty*.

5. It seems pretty clear at all events that boats of the construction proposed by the Deputy Collector would not answer; and good reason appears why, if it should ultimately be resolved to make the trial, it should be made at first with hired boats, as suggested in the Order of the 2nd July.

6. The Government will add two remarks. First. One reason against the scheme is, that it would take up the time of the Deputy Collector who might be much better employed in looking

after the manufacture and sale on the coast. An illustration of the tax that it would be on his time, is found in paragraph 4 of the Collector's letter to the District Engineer. The Deputy Collector's own late interesting and able Report* on the Salt Department of the District shows how much work there is for him in his proper employment.

* *Recorded in Proceedings of Government, 19th June* 1860, *No.* 1,015.

The second reason, and one which has always been the leading argument against Government Depôts in the interior, except under very special circumstances, is that such undertakings interfere with private trade, which in general conducts such operations better and more cheaply than a Government Agency. Captain Harington mentions (paragraph 6,) that a road is now in course of construction from Battili to the Salt Pans. The late Report of the Deputy Collector above referred to showed that on the existing roads the traffick in Salt is actively carried on;† it will be so no doubt on the new road when opened, and it would probably be so on the river also, if there were not serious impediments to the up traffick.

† *Report Paras.* 31 *and* 48.

7. Under these circumstances, the Honorable the Governor in Council does not consider that the Government would be justified in incurring any expense upon this project, without much fuller enquiry and more satisfactory evidence of its practicability and probable success. The sanction for the scheme will therefore be held in abeyance, pending the receipt of Captain Harington's Report after further enquiry and observation which he proposes.

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

Memo.

Bds Pro: Feby 14th 1860.

1. In February last the Board of Revenue sent up with their recommendation a plan proposed by the Deputy Collector in charge of the Salt Department in Ganjam, for establishing a Depôt for the sale of salt at a place called Battili, or Gammupúr 60 miles inland. Battili is situated on the river Vamshadara; and the proposal was that the salt should be taken up the river in boats. The boats were to be built for the purpose, and to be towed up the stream by Coolies.

2. The plan was disapproved by the late Governor, for reasons stated in his Minute of March 21st, some of which were general, and others special to this particular scheme. In deference, however, to the opinion of the other members of the Government, he waived his objections,

and

and the establishment of the Depôt †
was sanctioned.

† Order, April 26th.

3. The further papers now circulated* make it necessary to reconsider the question. The Collector's letter of the 27th June † gives cover to one from the District Engineer stating reasons for entertaining very strong doubts as to the practicability of taking the salt up the river. This letter deserves careful attention. Capt. Harrington is one of the most efficient of the District Engineers, and one of the least likely to throw impediments in the way of any useful scheme.

* From Collr. June 6 with enclosures.
From Do. June 27 with enclosures.

4. Against Capt. Harrington's opinion thus clearly and deliberately expressed, the Collector does not hesitate to set up that of the Deputy Collector. The latter is a remarkably able and energetic officer, † but he is quite unacquainted with matters of the nature of that in issue, and is new even to the District.

† See the Collr's letter to the Dist. Engr. dated June 6th

His

His sanguine temper and the little thought that had been bestowed on the scheme may be judged of from his plan of building the boats out of the remains of a ves-

+ From Coll.r to Lyo.t June 6.th Para.

-sel lately wrecked on the coast.

5 One fact which seems to af-
-ford strong ground of presumption against the scheme is not noticed by Capt.n Harrington; viz. that although the river is freely used for bringing produce down, yet + neither salt nor any thing else is ever carried up, the boats being + taken up empty.

6. It appears to me that un-
-der the strong adverse opinion + expressed by Capt.n Harrington, supported too by reasons apparently so sound, further proceedings ought to be stayed till he shall report + his opinion after studying the ri-
-ver and the practicability of the scheme as he proposes in Para V.

7. It seems pretty clear at all events

events that boats of the construction
proposed by the Deputy Collector, will
not answer. And good reason appears
why, if it should ultimately be re-
solved to make the trial, it should
be made at first with hired boats,
as suggested in the order of the
2nd July.

8. I will add two remarks.—
First. One reason stated by the late
President against the scheme was
that it would take up the time
of the Deputy Collector who might
be much better employed on the
coast. An illustration of the tax+ that it would be on his time, is found
in Para 4 of the Collector's letter to the
District Engineer. The Deputy Collector's
own late interesting and able Report
on the Salt Department of the District
shows how much work there is for
him in his proper employment.

9. Second. Another reason, also
mentioned by Sir Charles (Para 3),

and

+ minute. In last

Certainly, upon this showing, further inquiry is quite necessary before Govt. incurs the outlay that would result from the proposed passage

L.L.

Then requisite enquiries must be made - Will

Yrs.

Draft

Draft

Copy circulation

X 11 July - 0613

and one which has always been the leading argument against Government Depôts in the interior, except under very special circumstances, is that such undertakings interfere with private trade. With reference to this argument I beg to draw attention to Capt. Harrington's statements in Para VI respecting the road now in course of construction from Battili to the Salt Pans. The late Report of the Deputy Collector above referred to showed that on the existing roads the traffick in salt is actively carried on; it will be so no doubt on the new road when opened; and it would probably be so on the river also, if there were not serious impediments to the up-traffic.

This is a Colloquy we have had lately & we are bound in every way to facilitate its sale.

See Para 31 of the order June 19.

I cannot conceive that the Govt would be justified in incurring any expense upon this project, without much fuller inquiry & and a much clearer result.

Aug 12.

R. D.

~~No 1211.~~

No. 1211.

Proceedings of the Madras Government
Under date the 21st July 1860.

Read the following letter
from the Collector of Ganjam.

Submits copy of a letter from his
the District Engineer and of the ~~his~~ reply thereto, as called for, in re-
-ference to the establishment of a Salt depôt
at Battili in Ganjam.
+ B.T. Pro. February 14th, 1860 No. 801.

(Here enter 27th June 1860 No. 164.)

1. In February last the
Board of Revenue sent up with
their recommendation a plan
proposed by the Deputy Collector
in charge of the Salt Department
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The boats were to be built for
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up the stream by coolies.
In their Proceedings of the 25th April
last

last, №642, the Government Sanction-
ed the establishment of the depôt;
granting funds for building
~~authorizing the cost of~~ the platform
and the boats, ~~to be taken from~~ out of the amount
allowed in the Budget of 1860/61 for
unforeseen works, and giving other
instructions connected with the
formation of the Depôt.

2 After the receipt of
~~With reference to~~ these orders
the Collector, ~~under two letters~~ twice addressed Government, reported
ing the impracticability of com-
-mencing operations so early as the
Government expected, owing to the
difficulty of building boats either
at Doulaiswaram or Calingapatam,
stating that
and ~~the discredit of~~ the District Engi-
had started difficulties in the execution
-neer, ~~from the feasibility of the~~
of the plan"
~~Reference~~. & the Collector omitted to
send up Captain Farrington's letter,
and his own reply to it of which he
made mention, the Government called
for these papers on the 2d July last - on
Mr Forbes now complies
with this request; and the letters sub-
the question
-mitted make it necessary to reconsider

3. Captain Farrington's
objections are founded chiefly on informa-
-tion personally obtained from

the

† 6th June 1860 ~~№ 110~~.
9th June " " ~~147~~.

Dowlaishw

† Pro. №. 1089.

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nine men to each boat, while the Deputy Col
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allowed only six men for loaded boats of
~~the collector would be required to~~
much larger size; that for loaded boats to
~~work the boats. that either time a~~
descend the river there must be neither too
~~too little water or too much water~~
little water nor too much, and that this
~~for loaded boats, that the~~ of Quarter =
medium state occurs only two or three times
~~=nities of navigating are few, that~~
in a season, that it would not be possible
~~the navigation is obstructed by rocks~~
to take loaded boats up the river, and
~~and shoals and costly~~, that the cost
of the boats and platform would
amount to much more than the
~~low or above the~~ would
Deputy Collr supposed,
~~suppose~~, independently of the expence
of the canal from the Umaravalli
pass to the Calingapatam river, ~~which~~
~~save the whole amount for unforeseen~~
~~expenditure for the District is but~~
~~a small sum.~~

4 It appears to Government
that under the strong adverse
opinion expressed by Captain
Farrington, supported too by reasons
apparently to sound, further
proceedings ought to be stayed
till he should report his opinion
after

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might be much better employed in looking after the manufacture and sale on the coast. An illustration of the tax that it would be on his time, is found in part of the Collector's letter to the District Engineer. The Deputy Collector's own late interesting and able Report* on the Salt Department of the District shows how much work there is for him in his proper employment.

The second reason, and one which has always been the leading argument against Government Depôts in the interior, except under very special circumstances, is that such undertakings interfere with private trade, which in general conducts such operations better and more cheaply than a Government agency. Captain Farrington's statements in Para 6, that a road is now in course of construction from Kattili to the Salt Pans. The late Report of the Deputy Collector above referred to showed that

*recorded in Rs: of Govt: 19 June/80, No 1015.

that on the existing roads the traffick in salt is actively carried on[x]; it will be so no doubt on the new road when opened, and it would probably be so on the rivers also, if there were not serious impediments to the up traffick.

7 Under these circumstances, the Honorable the Governor in Council, ~~cannot conceive~~ does not consider that the Government would be justified in incurring any expense upon this project, without much fuller and more satisfactory evidence of enquiry and ~~a much clearer~~ its practicability and probable success. ~~result~~. The Collector and District Engineer are therefore requested to make The sanction for the scheme will therefore be held in abeyance, pending the ~~local and detailed enquiry on~~ all receipt of Captain Harrington's Reports connected with the established port after the further enquiry and ~~survey of the proposed depôt for the~~ observation which he proposes - ~~information of Government, and in~~ ~~the mean time the order for forming~~ ~~the depôt will be held in abeyance.~~

[x] Report Paras 31 and 48.

1 Copy.

To The Collr of Ganjam Circ. 23.
" District Supt do
" Board of Revenue with Dir. of Con. 2 July, pd ch 1059
" Chief Engineer

12

6

Copy in a Letter to Govt
Dy 27th Octr 1860 No 121.

No 30 April 1860 to 70 & 81
" 2 July 1860 to 210 & 212

Salt Depot at Battili on the Vaundadaur River in Ganjam.

Revenue 1860 Sept.
Pro: of Govt for July.

No 1211.

Pro: of the Madras Govt
Dy 21st July 1860.

From the Coll: of Ganjam 19th August 1860 C. No 1728 in Pro 29th Augt No 1571.

From the Chief Engineer Dy 1st March 1860 No 2925 in Pro 7th March 1860 no 530.

Ordering that the sanction for the establishment of a Salt Depot at Battili or Gummsur in Ganjam be held in abeyance pending the receipt of Capt Hartingtons report.

Under Sec

Sept

Sec

No 253 & 254.