

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1558

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Not to be folded or roughly handled

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

No. 60. Read the following Proceedings of the Board of Revenue, dated 9th July 1861, No. 3,609 :—

Read letter from the Collector of North Canara, dated 6th June 1861, No. 87.

(In Cons. 13th June 1861, No. 3,594.)

1. Ordered that the above letter be submitted to Government with the Board's strong recommendation that the Collector be authorized to place himself in communication with the Goa Government in view to the early introduction of his scheme in its integrity.

2. There are at present five lines of Ghát road from the Goa country into the Balaghat of North Canara, on which Customs Chowkies are maintained with probably but little real check on illicit trade. These are named the Tinay, Coessy, Diggy, Coondul and Docurpah Gháts, and they lie from north to south along the frontier in the order named.

3. Only the first named can be called a made cart road, and that is still under construction by the Bombay authorities in connection with a Military road from Dharwar to the coast.

4. Mr. Fisher proposes to close the Coessy, Coondul and Docurpah lines of road for traffic; to connect the existing Supah and Hullial road with the Tinay and Dharwar road by a short branch which is now under construction; to make the Diggy Ghát practicable for carts, and to connect it also with Supah distant 15 miles, thus providing two good lines of made road for the traffic which at present has to contend with the difficulties of three if not four unimproved Ghát tracks out of the five above named; and for the traffic which at present follows the most southern line of communication through the Gháts, to carry a road from Gopishetty a Payenghat frontier station of Borebunder distant 10 miles, and the point on the Sedasheghur river from which the line of road to Supah *viâ* the Unshy Ghát takes its departure on the northern bank, and nearly opposite to Mullapoor from which the road to Yellapur *viâ* the Kygah Ghát leaves from the southern bank, both of which lines of Ghát road are now under construction in connection with the Sedasheghur and Beital harbour scheme.

5. Mr. Fisher proposes that the formation of the Diggy Ghát road and its connection with Supah, and that of the road from Gopishetty to Borebunder shall be undertaken in communication with the Goa authorities, and on the understanding that they on their part shall simultaneously construct cart roads connecting the Diggy Ghát with Sungim in their territory, and Gopishetty with Baitool and Concolim on the Goa coast, these conditions being essential to the success of the scheme which the Board consider well worthy of every encouragement.

6. It would provide three good roads instead of five bad ones for what is already an important trade, even independently of the extensive illicit traffic which there is reason to suppose is now carried on. It would afford the means of establishing efficient check post on the lines of traffic, and in combination with the introduction of the new Police would probably produce a marked effect on the Frontier customs revenue. Special precautions have been rendered more than ever necessary by recent addition to the selling price of Salt, and the Board are of opinion that Mr. Fisher has in his scheme indicated the best direction and form in which those precautionary measures can be taken.

(A true Extract.)

(Signed) W. HUDLESTON, *Secretary.*

No. 61. ORDER THEREON, 5th August 1861, No. 1,558.

Pending the final decision of the question of transferring part of the North Canara District to the Bombay Presidency, the Government deem it unadvisable to enter upon a consideration of the subject of the foregoing Proceedings.

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

IN CONS. 13TH JUNE 1861, No. 3,594.

From W. FISHER, Esq., Collector of NORTH CANARA,

dated Sircy, 6th June 1861, No. 87.

With reference to paragraph 29 of my letter to your address, dated 3rd August 1860, and Proceedings of the Board, dated 12th February 1861, I have the honor to report on the frontier Chowkies of this district, and on the means I would suggest for the more effectual repression of illicit trade in Salt, and other articles from the Goa territory.

2. During my late tour in Supa, I was unable to visit the Chowkies, my presence being much required in Sircy before I had concluded the Revenue Settlement of the above Taluq, but this omission on my part need not in any way interfere with my giving a decided opinion as to the course to be pursued, for circumstances only indirectly connected with Customs arrangements make it, I think, desirable that the present system should undergo a thorough revision, which will do away with three of the five existing Balaghat Custom Houses and alter the character of those to be retained.

3. I shall not, therefore, enter into particulars of existing arrangements further than is necessary, to show the desirableness of a change which will render the consideration of minor improvements of present practice unnecessary.

4. At present there are five Custom Houses at different points on the crest of the Ghauts along the Goa frontier.

5. The roads they command are mere bullock tracks up native Ghauts.

6. Hitherto Supa has been without any thing deserving the name of a road, and the produce interchanged by the people above and below the Ghauts has travelled on pack bullocks or coolies through the dense jungles of that Taluq.

7. Now, however, the face of the country is becoming completely changed.

8. A good cart road will shortly be completed between the head of the Anshi Ghaut (leading down to Kadra in the Ankola Taluq) and Supa Cusbah. It will be continued thence, *via* Oossade and Hallial to Dharwar, and by Kessaroly bridge will be connected with Sambrany and Yellapur.

9. To the north of Supa a good road under construction will run, *via* Jugglepet to Boragalli, where it will join the Bombay line of road made direct from Dharwar to Tinai Ghaut, which is now being opened up by an Engineer Officer appointed by the Bombay Government, in communication with the Goanese authorities, who have undertaken and nearly completed their line below the Ghauts to Phonda.

10. I ought here perhaps to explain that before the commencement of financial difficulties, Supa road traces were commenced, which have of late years been of necessity left untouched.

11. The Tinai Ghaut trace was one of them, and the new Ghaut would eventually have been made by the Department Public Works of this district, in connection with the Hallial and Supa road, had not the Bombay Government during the mutinies landed troops at Goa *en route* to Dharwar, and determined forthwith in conjunction with the Goanese Government to construct a Military road from Dharwar to the coast through the Portuguese territory.

12. No reference ever appears to have been made to the Madras Government, and the orders of that of Bombay seem to have been given in utter ignorance that the Ghaut was being opened out, or that we had a line of road already in progress between Dharwar and Tinai, running nearly parallel with that now constructed through the Bede Taluq of Belgaum.

13. In fact, it seems to have been supposed that Tinai was in Bombay territory, or at any rate no questions were asked.

14. Unable ourselves to carry on a work commenced years ago, it was satisfactory to see our neighbours able to undertake for us, and the result is that next year all the trade carried on with the northern portion of the Goa territory will take the new Ghaut, and that carts will supersede pack bullocks.

15. The difference in cost of carriage must soon secure all the traffic now carried on by the old native Ghauts, and the Custom Houses noted marginally may be done away with and the Ghauts closed; but I would recommend that the Diggi Ghaut be opened to cart traffic.

16. For the trade to and from the southern portion of the Goa territory, new means of ingress and egress are afforded by the Kaiga Ghaut, and if the Goa Government will complete a cart road from Concolem and Baitool to their frontier at Gopeshetty Chowky in Ankola, we might engage to complete it thence to Borebunder and then establish a Ferry which would connect the new road with the Kaiga Ghaut at Mallapoor.

17. Trade will, however, still demand one line of communication between the upper country and the densely populated Portuguese territory, in addition to the Tinai Ghaut, and I would propose to open the Diggi Ghaut for cart traffic, on the understanding that the Goanese Government will carry on the road through their territory to Sangim.

18. My plan then is to arrange for the completion, at the earliest possible date, of three roads practicable for carts connecting our inland communications with the Goanese sea-board.

19. Of these, one (Tinai Ghaut), is being fast pushed forward.

20. The same may be said of our portion of the line, *via* Kaiga as relates to that Ghaut, and district funds might be spent with advantage in opening up the line between Gopeshetty and Borebunder, a distance of only ten miles.

21. In addition to these two roads, I would proceed vigorously with the Diggi Ghaut, and confine the traffic to these three lines, making the old Ghauts impracticable, and all traffic except by the appointed roads contraband.

22. If in doing so it may be said that I propose to force traffic out of natural channels into new ones, I reply that I am simply concentrating it on lines it has already begun to prefer, giving those lines advantages which would greatly decrease cost of transit; whilst Customs arrangements along the whole frontier, would be facilitated by making it the interest of all concerned, to adopt improved and cheap means of transport.

23. My inquiries lead me to believe that there is little or no effectual check on the Customs servants.

24. As long as innumerable bullock tracks are available through the jungle after entering this district, and the check posts are so near the Custom Houses that a system of collusion and fraud can easily be kept up, the Government will no doubt be defrauded.

25. I do not see how much improvement can be effected until the roads now in progress are more advanced, and certain lines are selected for the traffic of the different Ghauts, all other tracks being prohibited and trade by them made contraband.

26. Should this proposition be approved of, the Anshi and Supa road will afford the means of checking smuggling as it must be crossed at some point by the smuggler, and the Police patrolling the line would be aware of every attempt made on any thing like a large scale.

27. If Diggi Ghaut is eventually made practicable for carts, the road must be carried on to Supa, a distance of about fifteen miles perhaps.

28. Tinai and Diggi Ghauts would supply Belgaum, Dharwar, the northern portion of Supa, or I might say the whole Taluq, with salt, dried fish, cocoanuts, &c., &c., and take off all the rice and other produce of those localities; whilst the Gopeshetty road would perform the same office for the southern portion of Dharwar and Supa, *via* Anshi Ghaut, and for all the country south of the black river, *via* Kaiga.

29. The two great divisions of the Goa territory would each be provided with excellent means of egress for its produce, and ingress for that of the interior, and we should have but three Customs establishments (in addition to that on the sea coast) to supervise, and the means of checking these establishments would be greatly increased; whilst the temptation to smuggle would be lessened, and fewer opportunities of doing so successfully would exist.

30. For Tinai Ghaut there are check posts along the frontier of the Belgaum district, and such portion of the traffic as would pass into the interior of the Supa Taluq could be checked at Boragalli.

31. Supa would be the proper check post for Diggi Ghaut, and under the eye of the Tahsildar, fraud would be less commonly practised than it is now; whilst the distance of the check post from the Custom House, fifteen miles, would go far to prevent collusion.

32. One check post must be established at the head of the Anshi Ghaut and another at the head of the Kaiga Pass, and our arrangements for watching the Gopeshetty Custom House would then be complete.

33. The enclosed figured Statement will show that Tinai Ghaut is rapidly coming into favor, though hitherto it has been of little account. Diggi stands first in the list in point of revenue, and though that at Kuesy is large, the traffic taking that line would be well accommodated on either or both of the others if properly opened out.

34. The revenue of Kundal is small, but that again of Dokurpa, the most southern of the Balaghat Chowkies, is more considerable. The Board may at first sight be doubtful of the propriety of closing this Chowky. I trust, however, that I can show good reason for believing that, under any circumstances, the Gopeshetty and Kaiga line must eventually supersede it.

35. Most of the goods passing the Dokurpa Chowky, go to, or come from Kalguttigay in the Dharwar district, or the country south of the black river.

36. All would take the Kaiga road in preference to a track through the forest by Bomanhully, or to avoid the existing route to the country south of the Kali Nudde, over the high Woolly plateau, from which the road dips into the bed of the black river to regain the higher country by the Ganeshgooty Pass on its southern bank.

37. There would of course be far less difficulty in taking this traffic across the Goa territory to Gopeshetty, and thence up the new Kaiga Ghaut to Yellapur, and as the distance would rather be decreased than lengthened, and only a few miles of road would be required of the Goa Government over a country described as easy and open, I think the progress of our communication should be at once notified to the Portuguese authorities, and their co-operation sought.

38. Water carriage in the Goanese territory is available to within a short distance of the foot of the Ghauts, and the Portuguese Government would, I think, gladly forward a scheme for the improvement of the Diggi Pass, and the proposed communications, *via* Gopeshetty, and I feel sure that the plans proposed would lead to an increase of the revenue of both states, and tend very much to stop illicit traffic and opportunities for malversation in the frontier Custom Houses.

39. I therefore request the early permission of the Board to place myself in communication with the Goanese authorities, should they approve of the scheme I have sketched; and I would further ask their sanction for the postponement of the erection of the three out of five Custom Houses, about to be built in supercession of the present dilapidated buildings.

40. The enclosed sketch map will, I hope, serve to show the situation of existing Chowkies and other places mentioned in this letter, the lines of road through Supa, Ankola and Yellapur, and the improvements now proposed.

ENC. 1.

ABSTRACT.—Statement showing the Land Custom Revenue for five years, in the district of North Canara.

ENC. 2.—Sketch.

Exd. J. Tulloch.

No. 3,609.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 9th July 1861.

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(In Cons. 13th June 1861, No. 3,594.)

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(A true Extract.)

Secretary.

To J. D. Sim, Esq., Secretary to Government, R. D.,
with two original Enclosures.

Copy to W. Fisher, Esq., Collector of North Canara.

Exd. J. Wright.

Enclosure No. 1 in Proceedings
of the Board of Revenue to the
Secretary to Government R. D.
dated 9th July 1861. No. 3609.

Enclosure No. 2

Ca 1737/65

Letter from the Collector
of North Canara to the Secretary
to the Board of Revenue dated
6th June 1861 No. 87 regarding
Road.

Recd 1857 Sept 10
North York August 10 1857

Proceedings of the
Board of Revenue

Dated 2nd March 1857.
Surf - 19 - 97
Rec 20th March
Surf 2.000

43/110-3000

Instructions with
Recommendation a
letter from the collector
of North Canada relating
on the front pages ending
from the same country
into the Labrador top
North Canada.

At 60461.

30 July @ 22 Aug

With an order.
1/1558. 5th Aug.

At 1558
Pending the final order:

tion of the question of transferring
part of the ^{North} Province district to the
Bowling Presidency, the Government
deem it inadvisable to enter
upon a consideration of the sub-
ject of the foregoing Proceedings.

Foot Lt 4000
5th Aug 1857

At 1558

The Copies
Board of Revenue with 2nd March
At 1558