M.R.O. 14—10,000—21-4-22.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1771 Press ~~Mis.~~

266-267

Dated 20-8-1862.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 20th August 1862.

No. 266. Read the following letter from G. S. FORBES, Esq., Collector of Ganjam, to J. D. SIM, Esq., Secretary to Government, Fort Saint George, dated Chetterpoor, 4th July 1862, No. 166 :—

SIR,

1. I have the honor again to request the attention of Government to my letter of the 2nd June last, No. 115, it being apparent from the Government Order thereon that some mistake has occurred in reference to the objects of the letter.

2. The Order of Government refers to the transit duty levied on the Nagpore frontier, a matter only mentioned incidentally in my letter, the object of which was to inform the Government that the *Bengal Government* have it in contemplation to close one of the roads from Ganjam to the Nagpore territories against our Salt carriers, because it crosses the small dependency of Boad which is a tributary Mehal to Cuttack.

3. I wished to point out that this would be impolitic, and at the same time an injustice to this province as well as to Nagpore.

4. On the question of the Nagpore transit duty I had already received the views and orders of Government. They will perceive that this is a very different matter, and I trust it may be thought advisable to address the Bengal Government should it be enforced.

Ordered that the following letter be despatched :—

No. 267. From T. PYCROFT, Esq., Chief Secretary to the Government of Fort Saint George, to the Secretary to the Government of Bengal, dated 20th August 1862, No. 1,771.

SIR,

1. I am directed by the Governor in Council to request that you will bring to the notice of His Honor the Lieutenant Governor a Memorandum of the Superintending Engineer of the Cuttack Circle on sanctioned roads, published in the Calcutta Gazette, dated 24th May 1862. In this Memorandum the Superintending Engineer speaking of the traffic, more especially of Cotton, states that "it proceeds not to Cuttack but to Sonepore, and thence, diverging to the "south-east, proceeds through the lands of Boad and Goomsur to Ganjam ; the bullocks return "laden, sometimes with Cocoanuts, but chiefly with Salt." The Superintending Engineer then goes on to state "that this latter trade, *Salt*, will soon be stopped, as the Government of Bengal "do not think it proper to admit Madras Salt into Provinces under their rule." This prohibition, the Superintending Engineer anticipates, will have the effect of turning the Cotton traffic from Ganjam to Cuttack, the Brinjarries taking return loads of Orissa manufactured Salt.

2. Although the Governor in Council has received no direct official information on this subject, yet as this assertion of the intentions of the Bengal Government has been made by an Officer serving under that Government, and published in the Official Gazette, I am directed to ascertain, whether any such measure as that described by the Engineer of the Cuttack Circle, is in contemplation. The Governor in Council while making this inquiry, is anxious to convey to the Lieutenant Governor of Bengal his belief that there was no sufficient authority for the announcement to which this letter has reference, and to request that no interference with the established and natural course of trade may take place, until an opportunity has been afforded to this Government of learning the reasons for such a change, and for submitting in detail to the Lieutenant Governor of Bengal the serious objections which are entertained by this Government to any such measure.

Subsidy Thildary Mah.

Ganjam

Aska

Russelconda

Koinjur

Bisparra

Cotchaburrah

Koomarpud

Sirepoor

[~~For the Superintendent's Office.~~]

NO. 37

COPY OF ~~SERVICE~~ MESSAGE BY ELECTRIC TELEGRAPH.

2

FROM Berhampore.

FROM Agent to Governr.

To Madras.

To Acting Dy: Secy: to Government.

WORDS 43 S. L.

4th August. 18. 56.

The line you mention runs thro' the middle of bond. Scotts Map is quite wrong by the grand survey. Traders from Sumbulpore which is now part of the Central Province must pass thro' some Tributary Mehal of Bengal.

	Commenced.	Finished.
Recd by	at	From
Forwd. by	at	to
Station recd. from Madras		Station forwd. to Sherman

Electric Telegraph Office,

The 4th Augt 1856

Inspector in Charge.

1-

24

My dear Ellis.

That blessed Sarjeant Salt Rock

We cannot prevent the Sagpore authorities levying what duties they please on salt or any other commodity entering their territories so long as they do not put a differential duty on our produce - It may be, that Sagpore, like Bengal, has a very light land assessment and that the people consequently can very well pay twice as much for their salt as the people of Madras can. Any how the Sagpore authorities say that their consumption is not falling off - and it will be observed that the duty recently imposed there was like the enhancement of our Customs and

salt duties by Act VI of 1844, the consequence of relief from previously existing transit duties - When to this is added the fact that the duty 1½ R is levied equally in all Salt, I do not see how this Government can object.

When I read Mr Parkes' previous letter I thought the so called prohibition of Salt meant merely this imposition of duty.

As this is not the case, it seems to me - bearing in mind the foregoing remarks - that the position of Boad must be first ascertained - If it is a petty outlying place in our path and if we have territory beyond it we might fairly object to the current of our trade being checked by such an obstacle and the rational reply would be to let our trade pass through free or bimonthly Boad to us - But if Boad adjoins Sagpore or

or other Bengal territory, so as really to form the Bengal boundary on that side we cannot meddle. Any how I should take the draft should steer clear of the Sagpore duties - I see no need of going out of the way to start a fight with Bengal please see that we have an undeniably good cause. They will doubtless get the whole province & nothing will please them better than any pretext for forcing the N. Circars little ale on America.

If the Govt go in for reduction or abolition of Sagpore

Memorandum for orders

In a letter received from Mr G.S. Forbes, collector of Sanjam, d/4 July 62 that officer points out that in his letter d/ 2nd June 62 No 115. he not only called the attention of the Govt, to the transit duty levied on salt, on the Nagpore frontier, but also to the circumstance that the Bengal Govt have it in contemplation

to consult Rates on salt & will be necessary to show the Rates of the Govt on the former occasion

Yours

G.A. Lum

to close one of the Roads from Ganjam to the Nagpur territories, against the Madras salt carriers - because the road traverses the small dependency of Boad wh. as a tributary mehal of Cuttack is under the Bengal Govt. -

This intention of the Bengal Govt is stated in an "extract from the Memo: of the Supt. Engr. of the Cuttack circle on Sanctioned Roads" published in the Cal. Gazette d/24 May 62/.

Speaking of the traffic more especially on the Supt Engineer states that "it proceeds to and to "Cuttack" but to "Sonepore" and then diverging to the South east proceeds. through the lands of Boad and Goomsoor to Ganjam. the bullocks return laden sometimes with cocoa nuts but chiefly with salt."

The Supt Engineer then goes on to state "that this latter trade, salt will soon be stopped, as the Govt of Bengal do not think

proper to admit Madras
Salt into Provinces under
their rule."—
This prohibition, the Salt
Engineer anticipates, will
have the effect of turning
the Cotton traffic from Ganj-
-am to Cuttack. The Ganj-
-ares taking return loads
of Orissa manufactured
Salt.
The Collector of Ganjam
deprecated in his letter[2nd June] any
such interference with the
natural course of trade ×
pointed out that it
would probably annihilate
the Inland Salt trade to Nagpore.
He based this conclusion
on the actual falling off in this
trade at the present price
of Madras Salt, 1½ R per Md
Rs. 1,32,000.

× at Nowpada. The depot most frequented by Ganjamers. Falling off 88000 Mds =

the Nagpore transit duty of
1½ Rupee per maund-
and it argued that
the return of Salt-
purchased at Cuttack
or Pooree at 3½ Rs. per
maund would not be
worth the carriage-
—
The question of any representation
to the Govt of India as to the
Nagpore transit duty was
disposed of in the Govt
Mem: d/24th June 62. No
1386. — But the question
of closing the direct road
from Ganjam to Nagpore
against
to Madras Salt was not
entered into in those Proceedings

The fact that this Road
shapes through a small
portion of a tributary
mehal subject to Bengal
does not seem sufficient
reason for such interference
on the part of the Bengal
Govt, with the natural
course of trade, the effect
of which will be to double
the price of salt to the
Consumers in the Nagpur
provinces and thereby
greatly to diminish
the consumption of
salt in those provinces
The object proposed is

to raise the trade returns
of Calcutta at
the expense of Bengal
which is equally a part
of the Empire - and
the effect will probably
be a loss to the Imperial
revenue, derived from
Salt by a greatly decreased
Consumption -
Under these circumstances
it will probably be
considered desirable
that the attention of
addressed the Govt of
India upon the
proposed prohibition

Yes Elder
Will

Salt

by the Bengal Govt
against
~~Balasore~~ Madras Salt destined for Nagpore,
passing
~~thro~~ through their
territories ——

Pd.

Postponed during
Road from Sumbulpore
to Nagpore, by
Bengal Govt.

For circulation

1997

1771

3 Copies Despatched per Steamer

Rev Departt

N° 1771

To

The Secretary to the Government of
Bengal.

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1997

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wdl

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15 Gr. L. R22 Rd Rs 13 4 As

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objections which are entertained by this Government

Fort St George
20th August 1862

Letter to Govt. of Bengal.

Salt sent via Board to Nagpore.

Revenue 1862 Dept.
Pro. of Govt. for August.

No 1771.

To
The Secretary to the
Government of Bengal
Dt 20th August 1862.

Forwd — do 7 - 13th January 63
No. 236 -

Regarding the alleged intention of that Government to prohibit the admission of Madras Salt into Bengal.