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MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

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Proceedings of the Madras Government, Revenue Department, 29th April 1862.

No. 389. Read the following letter from the Acting Chief Secretary to the Government of Bombay, to J. D. SIM, Esq., Secretary to the Government of Fort Saint George, dated Bombay Castle, 1st April 1862, No. 1,278:—

SIR,

I am directed by His Excellency the Governor in Council to forward to you for the information of the Government of Madras the enclosed copy of the report on North Canara (dated 1st March 1862) submitted by Colonel Turner and Mr. Hope together with a copy of the Resolution of this Government passed thereon.

Report on North Canara by Colonel H. B. TURNER, *Acting Secretary to Government*, Public Works Department; and T. C. HOPE, Esq., Bombay Civil Service, Private Secretary to His Excellency the Governor, dated Bombay, 1st March 1862.

SIR,

I. Route.

1. In compliance with the instructions conveyed in Government letter, No. 363, dated the 31st of January we embarked on board H. M.'s Steam-vessel "Victoria" on the following afternoon, and reached Beitkul at about 3 A. M. on the 3rd ultimo. That afternoon, and the whole of the following day, were devoted to local examination and inquiries, and to conferring with Lieutenant-Colonel Kennedy, the Superintending Engineer, S. C., and Lieutenant-Colonel Walker, the District Engineer. On the 5th we inspected the line of the proposed road from Beitkul to Mullapoor on the Kala Nuddee, a distance of about 22 miles. From Mullapoor we made an excursion to the summit of the Unshy Ghaut, about 13 miles, and returning thence, ascended the Kyga Ghaut to Wullicota, 22 miles from Mullapoor, whence we continued our journey to Yellapoor, 24 miles further, which we reached on the 8th instant. We there met the Collector, Mr. Fisher.

2. On the 10th we proceeded, *vid* Sungutteekope, the village on the Dharwar Frontier, to Deveekop, a distance of 20 miles, where the Subsidiary Jail has been established. After inspecting the prisoners' work about 2 miles beyond that village, and conferring with the Collector, the Judge, and the Executive Engineer of Dharwar, we returned to Yellapoor, and thence went down the Arbyle Ghaut road to Ankola, a distance of 45 miles. From that place we proceeded, in the "Victoria," to Honore, visited the old and new Jails there, and the other public buildings, and during the night returned to Ankola. Landing there again, we examined the coast road from that place to Beitkul, which we finally left for Bombay on the 15th, after visiting the Oyster Rocks, and selecting the site for the Light House. Lieutenant-Colonel Kennedy accompanied us throughout our tour, with the exception of our visits to Yellapoor and Deveekop.

II. Kyga Ghaut Road.

3. The road from Beitkul to Mullapoor leaves the north-eastern angle of the Cove, and with some breaks, where rock cutting is necessary, has been traced to an average width of six feet for about 11 miles. The greater part of this line runs along the hill side, and passes at a gradient of 1 in 15 over a ghaut, the summit level of which is between 700 and 800 feet above the sea. From the village of Deloor, beyond the ghaut, the line has been selected, and marked out by one of Lieutenant-Colonel Walker's subordinates, but only portions here and there have been opened out to 6 feet. This line also passes generally along the hill side, and over considerable ascents and descents, till at length it reaches at Mullapoor the head of the Kala Nuddee navigation, at a level of only a few feet above the bank of the river. To compel an extensive commercial traffic to pass over such obstacles as these continued ascents and descents present, appeared to us an evil of sufficient magnitude to warrant the examination of another and more level line, the course of which was quite apparent from the road we traversed. The whole was inspected by Captain Baker, who met us at Mullapoor, and all the bad portion of it by Lieutenant-Colonel Kennedy also, and both reported to us that a line, nearly level the whole way, and considerably shorter, is perfectly practicable; the only works of any magnitude

being three bridges across tributaries of the Kala Nuddee, the largest of which will require a waterway not exceeding 200 feet. We have therefore directed that the high level line be abandoned, and the alternative line commenced directly labour is available.

4. From Mullapoor to the foot of the Kyga Ghaut, a distance of about 13 miles, the line has been marked out, and similarly cleared, under Lieutenant-Colonel Walker's orders; but it appeared to us to be so unnecessarily tortuous, that we directed it likewise to be abandoned, and a straighter line selected. This had been accomplished before we left.

5. In giving our reasons for abandoning these lines selected by Colonel Walker, we deem it right to add that he has explained to us that the peculiarly favorable character of the country for hill-side road cutting, an objection on the part of the Government of Madras to carrying roads through cultivated land, and the difficulty of procuring skilled labour for bridge building, have frequently induced him to hug the hill-side, though involving both increased distance and undulations instead of level roads. But, however, urgent these or any other reasons which have led to the system may be, we could not recognise them as sufficient for forcing permanently a large commercial traffic over such palpable impediments, even were the difficulty of overcoming them far greater than it in reality is.

6. The Kyga Ghaut is about 9 miles in length, along a singularly favorable feature for ghaut cutting, and the line selected has a maximum gradient of 1 in 20, with scarcely any rock cutting, excepting in one place, on which we placed a Havildar's party from the Company of Sappers which accompanied us from Bombay. The upper six miles of this ghaut have been completed to a width of 12 feet, and Captain Searle, now in charge of the work, expected, when we met him, to complete to 12 feet the lower 3 miles, already cut out to 6 feet, by about the 1st of April; but his labourers, who had at one time numbered about 700, were, shortly before we left, reduced to 180 men only.

7. The road from Wullicota, the top of the Kyga Ghaut, to the junction with the high road from Yellapoor to Coompta and Ankola at Iddagoonjee, 6 miles west of Yellapoor, has been opened to 12 feet. The portion which now passes over the Talkut Byle Ghaut requires revision, there being reason to believe that that ghaut might be altogether avoided. This portion and all west of it is unmetalled, the surface being of earth only, and therefore quite unfit for a heavy traffic.

8. On reviewing the state of the entire Kyga road between Beitkul and Iddagoonjee, it appeared to us that the only probability of rendering it of any use to traffic before the monsoon, or at an early date, lay in giving up all thought of working this season on the portions between Beitkul and Mullapoor, and between Wullicota and Iddagoonjee, and in concentrating all available power on the unfinished three miles at the foot of the Kyga Ghaut, and the 13 miles from that point to Mullapoor, so as to provide complete communication, no where less than 12 feet wide, between the cotton districts and the head of the river navigation.

9. Orders, in accordance with this view, were at once issued to the local officers, and we took the following steps with the view of augmenting the supply of labour. We raised the ordinary rate for an able-bodied man from Rupees 5 to Rupees 5½ per mensem, and also authorized Rupees 7 per mensem being given to head men who would bring 50 men to the works. Finding that there were no shops on the ghaut at which labourers could obtain food of any kind; that at villages nearer than Sudashivghur, about 33 miles distant, exorbitant prices were charged; and that, in consequence of these difficulties, labourers were in the habit of employing their Sundays, and often a day or two more, in going to Sudashivghur of their homes for supplies, we arranged with the Collector to establish shops on the ghaut for the sale of grain at Sudashivghur prices, the additional cost for carriage being debited to the works. These advantages will, in the first instance, be open to the labourers on the ghaut alone, but we have given Captain Baker discretionary power to extend them to those on the section from the ghaut to Mullapoor, if necessary. Notice of these arrangements was communicated to the chief Civil authorities in all the adjoining Collectorates, with a request that they would do all in their power induce coolies to repair to the works. We also addressed a special

letter to the Political Superintendent of Sawunt Warree, requesting him to send direct from Vingorla to Mullapoor, by boat, any number of labourers, not exceeding 600, that he might be able to collect, and engaging that the boat-hire for bringing them, as also for taking them back just before the burst of the monsoon, if they preferred the sea to the land route, should be defrayed by the Public Works Department. Finally, we applied to Bombay for tents, with the view of at once removing the gang of convicts from Deveekop to the foot of the Kyga—a measure which we afterwards postponed, in consequence of objections raised by the Judges of Dharwar and North Canara, and the representations of Captain Playfair that their work at Deveekop must remain unfinished, unless they were left with him till the end of March.

10. We shall be glad to learn that the above measures have produced satisfactory results, but are not sanguine that they will do so, since the Sawunt Waree and Ruthnagherry labourers generally prefer, and are absorbed by, the various large works, including the Bhore and Thull Ghauts, to which they have been accustomed (*vide* letter from Major Schneider, accompaniment to Appendix A); and the men procurable in North Canara are mostly cultivators, who are in the habit of returning to their fields by the Holee, and who will almost all prefer even Rupees 4 per mensem on the works at Beitkul, and along the coast, to higher rates in the dense unpopulated jungles of the Kala Nuddee. In fact, we found the labourers discontented, and deserting daily, and we see reason to fear that the sudden reduction mentioned in paragraph 6 may prove to be more than temporary.

11. Considering these difficulties, we would strongly recommend the moving of the Deveekop gang to the foot of the ghaut, at the earliest practicable date, and strengthening it to the greatest possible extent from the Honore or other Jails. Just before the monsoon it might, on sanitary grounds, be re-transferred to Captain Playfair's charge, for employment on the Hooblee and Anigeree road, or elsewhere; but at the opening of next season it should return to the ghaut, and continue there until the completion of that work. Even with the relief which the convicts will afford, however, it will be impossible to succeed next year in completing the line between Mullapoor and Beitkul, in widening out to 24 feet the portion between Wullicota and Iddagoonjee, and in giving the whole a surface fit for heavy traffic, unless the authorities in Ruthnagherry, Sawunt Waree, and South Canara will do their utmost to collect and forward to Mullapoor, at the very opening of the season, a large body of labourers.

12. From Iddagoonjee, viâ Yellapoor, to Sungutteekope the road is 18 feet wide, and has generally a good moorumed surface, though in some places repair is much required. There are a few small masonry bridges on this road, but most of the cross drains are of timber, which abounds in its vicinity. These should be replaced by masonry drains as soon as the means are available; the road surface also must be metalled before it will carry the traffic which undoubtedly will come upon it.

13. We inspected about 9 miles of Captain Playfair's road from Sungutteekope towards Hooblee. It is being made in a very superior manner, though it likewise will eventually require metalling. All the masonary cross-drains between the frontier and Hooblee will be finished before the 30th of April, by which date the road will, Captain Playfair anticipates, be open for traffic, if the prisoners be not removed till the end of March. A little delay here, occasioned by their removal earlier, as recommended above, would however be, in our opinion of less consequence than on the Kyga and its extension to Mullapoor, which are not nearly so far advanced.

III. Unshy Ghaut Road.

14. The Unshy Ghaut road extends from Cadara, on the Kala Nuddee, 2 miles above Mullapoor, to the Dharwar Frontier near Hullihal, a distance of 71 miles, of which our inspection was limited to the ghaut itself, which is about 13 miles in length. With the exception of about 2 miles near the centre, this ghaut has been opened out to 12 feet, but it is devoid of any covered cross-drains. On the 2 miles in centre, rock is prevalent, and to open it to the estimated width of 18 feet, a considerable outlay will be required. At present a small party of 21 men are employed in removing this rock; but being without powder, their progress is very slow. This ghaut should, in our opinion, be widened to 12 feet at once, by the completion of the 2 miles in question, so as to admit of its use for light cart traffic; but it does not appear to us advisable

at present to continue it to the full width designed. We do not underrate the importance of the line, which will open out the hitherto half inaccessible Soopa Táluq, and facilitate cultivation, trade, and administration in all departments; but we consider it impossible to prosecute it simultaneously with the Kyga, and deem it the less urgently needed of the two. For a further description of it, we refer to the annexed extracts of a memorandum furnished by Lieutenant-Colonel Walker.

15. The fact that the Kyga Ghaut road, if open at all this season, would be so only to a width of 12 feet, and with a very imperfect surface, and that its completion next year would be materially retarded if a large traffic were forced upon it while under construction, led to the consideration whether some other route, moderately practicable, could not be found, on which to pass the traffic from the Dharwar districts to Beitkul during the present and coming seasons. Such a route we thought might, even in addition to its temporary use, be of permanent advantage as an alternative for return traffic. Captain Baker, who had travelled over the district, informed us that it could be obtained with little delay and expense, by adopting the Arbyle Ghaut road to near Ankola, then turning off along the old coast line to Ahmedhully, and thence going to Beitkul by either the coast or the Hyderghur Ghaut road, which falls into the Kyga Ghaut road at about three miles from Beitkul. We accordingly inspected the whole line, and found that the distances were as per margin, and that the facilities had not been exaggerated. From Iddagoonjee to the junction near Ankola only ordinary repairs were required, and from thence to Ahmedhully, about nine miles, a trace, for a coast road had been laid out, and considerably advanced in some places. Orders for effecting the repairs and completing the trace, where suitable, were at once issued. From Ahmedhully to Beitkul by the Hyderghur Ghaut, little more was required than the removal of a few boulders and minor obstacles, but the distance was eleven miles, and the ghaut, though not quite so high as that on the line selected by Colonel Walker between Beitkul and Mullapoor, was a formidable obstacle. On the other hand, we found a road existing from Ahmedhully to within three miles of Beitkul, sandy, and without cross drains, indeed, but 12 feet wide and perfectly level. The remaining three miles contained some rather difficult hill cutting, but with a rise of only 130 feet. The distance was only 9 miles, and the line debouched into the very centre of the future Station. These advantages led us unhesitatingly to select it in preference to the Hyderghur line for use next season, and in future; but as the rock cutting and metalling could, even with the assistance of the Sappers, be with difficulty completed before the monsoon, we ordered the immediate removal of the petty obstacles on the Hyderghur Ghaut. As labourers, who cannot be induced to go far inland, are willing to work near their villages on the coast, and to a comparatively late period of the season, we see every reason to hope that the whole line by the Arbyle and Hyderghur Ghauts may be open by the 15th of April next.

IV. Arbyle and Angkola road.

Kyga Line.		Arbyle Line.	
Beitkul to Mullapoor	20	Beitkul to Ankola road via Hyderghur Ghaut	29
Mullapoor to foot of Ghaut	13	Ankola road to Soogsal	20
Ghaut	9	Soogsal to Iddagoonjee	10
Wullisetty to Iddagoonjee	17		
	59		59

16. Before coming to final conclusions regarding the Kyga and Arbyle lines, we felt it our duty to inquire of Messrs. Nicol & Co. and Messrs. Robertson and Everett the nature and extent of their cotton transactions during the current season. Mr. Maxwell informed us, on behalf of Messrs. Nicol & Co., that he would probably be able to place on any suitable line at least 100 carts per diem, from the date of opening till May 15th, and Messrs. Robertson and Everett, whose reply has only just reached us, appear equally desirous of availing themselves of the new line as soon as they are satisfied of its practicability.

17. Before quitting this part of our subject, we beg to add that though we have sanctioned the Arbyle and Hyderghur road, to the extent above explained, as a temporary substitute for the Kyga, it will be of permanent advantage both as a coast road, which has long been an admitted desideratum and is specially necessary now that Beitkul will be a place of importance, and as a portion of the projected line, connecting the South Dharwar, Sirey, and Koompta road with Beitkul, to which we will now allude.

18. Beitkul being a port from which exportation direct to Europe is practicable, and on which a large amount of capital will be expended in consequence, it is obviously desirable that it should drain the largest possible extent of country, even at the expense of other ports which can export only through Bombay. Belgaum, the northern portion of Dharwar, and the districts east of both, will be in easy communication with Beitkul by the Unshy, Kyga, and Arbyle Ghauts; but South Dharwar, North Mysore, and the country to the S. E., which now send their produce *vid* Sircy and the Devamunny Ghaut to Coompta, will not be able to reach it, under existing arrangements, without a considerable and inconvenient detour. A short road, about 24 miles in length, to connect the Sirey and Coompta line at Sumpkhund with the Arbyle line near Ugsoor would, however, entirely remove this difficulty, and bring the whole of the southern traffic to Beitkul. Having ascertained that there would be no engineering difficulty of magnitude in any part of the line, including the ghaut near Devunhully, we have called for a plan and estimate, and trust that Government will coincide in our view of its great importance, and sanction its commencement in the coming season. Being in a different direction, it does not seem likely to draw off labor from the Kyga and Beitkul. In illustration of this and the other roads, we beg to refer to the map accompanying Appendix A.

V. Devunhully Ghaut Road.

19. The selection of a site for, and the laying out of a new town, and the other subjects detailed in the 7th paragraph of our instructions, have received our careful attention, and the plan accompanying Appendix A will show the conclusions at which we have arrived. We are satisfied that Beitkul village is the best position for the town, on account of its convenient situation with respect to the low and sheltered portion of the bay, the debouchement of the Kyga and Arbyle-Ankola roads, the public offices, and the residences of Europeans, and of its facilities for ventilation, water supply, and drainage.

VI. Beitkul, Plan and Public Works.

20. The direction of the streets in the plan has been determined by the prevailing breezes; and a fine grove of trees has not been interfered with, in order that it may afford air and recreation to the inhabitants. For a comprehensive system of drainage the locality is peculiarly favorable. The town should be built with a slope of 12 feet from the high southern shore to the margin of the Cove, along which a main drain should be constructed, to receive a series of smaller drains down the streets. The western end of this drain should be continued along the western shore of the Cove, and well round the point, so as to discharge the entire sewage clear of the Cove, into the current which sweeps round the Bay and out by Carwar Head. The supply of water, though not so ample as could be desired, is more abundant than in any other part of the Bay. A few pucka wells should be constructed in convenient spots, such as those indicated on the plan, and should a larger supply than wells will afford be at some future time required, the ravine marked A appears favorable for the formation of a tank.

21. *Wharves.*—Wharfage, and a considerable open space for traffic, the temporary deposit of goods, &c., are of primary necessity, and we have come to the conclusion that they should in the first instance be provided on the east side of the Cove, where level ground to some extent already exists, and more may be reclaimed, in perference to the west, where almost every square yard beyond a mere roadway must be cut out of the hill side or reclaimed from the Cove. Having ascertained that there is no hard foundation in many parts of the Cove even at a depth of 14 feet, the construction of any solid masonry work would involve expensive cofferdams, means of unwatering them, &c. We have therefore directed that, on the line B, C, shown in the plan, a dry stone wharf wall be built on the sand in about 3 feet water at low tide. This will probably settle, and it is possible that portions of it may have to be re-built; but even then its cost will be trifling compared with a wall of masonry founded on the rock, and the shell-fish in the Cove will soon unite the stones into one solid mass. This wall should be continued to D as soon as labor can be procured, and the part of the Cove thereby enclosed should be filled up from the adjacent sands at low water, so as to complete the open space between the Cove and the hill, the existing portions of which we have already directed to be filled in and levelled.

Should these dry stone walls be found to answer, as we are confident they will, the remainder of the wharf, which should eventually be continued from D round the Cove to E on the red lines shown in the plan, should be built in the same style. Eventually the wharf may be continued to F, and a light screw pile jetty, constructed so as not to interfere in any degree with the sweep of the current, may be run out at G sufficiently far to admit of cargo boats coming along side at low-water spring tides. On this jetty, as also along the wharves, one large and several small cranes should be erected.

22. *Communications.*—To connect the wharf with the ghaut lines and cotton screws, two roads are required, leading, the one to Konay, and the other to the low saddle H, over which the new coast road from Ahmedhully, referred to in paragraph 15 of this Report, will approach Beitkul. The former should be carried, at a sufficient height above the surf, along the hill-side to Alliguddy, along the whole sea frontage of that village, where the Manchester Cotton Company's screws will be located, and through the rocky spur to the northward of it, into the Kyga road at Konay. To afford the means of communication with this village, where Messrs. Nicol & Co. and Brice & Co. have obtained land, and where there is more available for others, only a temporary bridge can, in the first instance, be erected, as the waterway requisite for a permanent one must be carefully ascertained during the ensuing monsoon. We have directed that this road and bridge, and the completion of the 12 feet trace from Konay to Sejwarra, where the Hyderghur Ghaut line joins the Kyga line, be at once carried out, as also the other road from the wharf to the saddle H, which must be constructed sooner or later, and if undertaken at once, will be of immediate use in affording communication with some of the most eligible sites for residences for Europeans. Next season, if funds and labor are available, it will be well to complete the half-finished trace (colored yellow) above Alliguddy, as it will be useful for cart traffic and communication with sites for bungalows. We have marked on the plan, in blue dotted lines, the general direction of roads round Carwar Head, along the ridge towards the Godhully Hill, and elsewhere, which may hereafter be constructed, at the expense of the community, for general convenience and recreation.

23. *Building sites.*—An eligible site for a Custom House has been found at I, a knoll commanding the whole of the Cove and wharves, and for a Travellers' bungalow at J. Plans of these buildings accompany; and as they will be the only shelter for any officers who may be ordered to reside at Beitkul during the ensuing monsoon, we have authorized their immediate construction. We have also sanctioned a temporary building for the Executive Engineer's Office at K (a site suitable for it permanently), and huts for the Sappers at L, where we thought that they could, during the ensuing rains, reside more conveniently, with reference to their work, than in any other spot. The plateau M is so airy and easy of access from all quarters, that we prefer it to any other as a site for the Collector's Kacheri, and have called for a revised plan and estimate, that drawn up for a Kacheri at Sirey being unnecessarily large, and likely to cost more than Rupees 19,500, the sum entered in the Budget of 1862-63. Should it be thought necessary to quarter any Native Infantry at Beitkul, the only sites fit for the purpose are those marked N, O, P, Q. Of these, the first is a sandy waste, distant from the native town, with slightly brackish water, and moreover, eligible for cotton screws; the second is airy, but confined, and likely to be much in request for bungalows for the mercantile community; the third is inaccessible, until a road be made to it; and the fourth, being sheltered and near the native town and treasury, appears to us the one which should be selected. We would propose to reserve the space R, round the square facing the wharf, for the Mamlatdar's Kacheri, Moonsiff's Court, Post Office, Telegraph Office, Police Station, and any other Government buildings which may eventually be required. The summit of the hill S would be a good position for a Flagstaff, and Signalman's or Port Officer's Quarters. We have indicated by the letter T a number of sites in various parts, which are suitable for bungalows for Europeans: those to the north will probably be the most sought after by the non-official community, and those to the south by the official.

24. *Light House.*—We visited the largest of the Oyster Rocks, the highest point of which, said by Lieutenant Taylor to be 160 feet above the sea, has rock on the surface, and at once

presented itself to us as the most eligible spot for a Light House. A design, consisting of a plain column 40 feet in height, with suitable accommodation at its base for Lascars and stores, and with the means of ascending through the interior, was approved, and its commencement ordered. We regret however to add, that the two lantherns now at Sudashivghur appear to be unfit for a Light House on the Oyster Rock, being similar to that recently erected at the Par River, which shows a light on three sides of a hexagon only. The Oyster Rock, being three miles from the coast, with a deep channel inside it, ought to show a light for a complete circle. A new lanthern, similar to that at Perim, might, it is believed, be made up in the Dockyard by the time the building is ready, the lamps and reflectors for it being procured from England.

25. *Harbour works.*—Though we have not been called upon for any opinion as to the Harbour of Sudashivghur, and works required for its improvement, we deem it right to offer a few brief remarks. Captain Fraser's reports, the results of actual experience during a monsoon of unusual severity, point to the conclusion that the anchorage is safe for ten months of the year, and that during the greater part of this time no difficulty would be experienced in landing or shipping cargoes. In its present state, therefore, it must be considered as a better and safer harbour than many of those in which an extensive trade is carried on; but the time may, and probably will come, when a larger space for an anchorage than is at present sheltered by Carwar Head will become necessary, and when it will be very inconvenient to be obliged to move all the shipping to a safer refuge, even for two months. We are therefore of opinion that, although no works for rendering the harbour more commodious are needed at the present moment, the time is not distant when its improvement will become imperative, and that therefore the best plan should be decided upon, and gradually furthered as opportunity offers.

26. There is no doubt that the silt brought down by the Kala Nuddee when in flood tends to fill up the harbour, and especially Beitkul Cove, the southern or upper end of which we found, from digging and oral evidence taken on the spot, had shallowed 5 feet within the memory of some of the present occupants of the village. The tendency of the S. W. monsoon is to heap up a bank of sand to the south of the river, and so turn it to the northward clear of the harbour: the river, on the other hand, once in every few years overflows and bursts the bank heaped up by the monsoon, discharging its silty waters into the harbour. The river is thus a standing menace; not, indeed, of sudden ruin, but of silent injury, and while it continues so considerable risk must inevitably attend any interference with the currents by piers or breakwaters. But if the action of the monsoon can be aided by artificial means, so as to keep the river permanently to the north of Cormaghur Island, the harbour is safe, and its improvement merely a matter of money. Such aid might, we believe, be afforded with a moderate outlay, and satisfactory results, by driving stout stakes into the bank of sand with bamboo hurdles, supported by loose stones facing the river side; and we would submit, for the consideration of Government, expediency of at once making the experiment. Its success would involve not only the advantages to the harbour which we have enumerated, but the improvement of the entrance of the river itself.

27. The harbour once secure, and larger sheltered space than now exists being found necessary, it would be a question whether it should be created by an external breakwater alone, by a wet dock in the Cove alone, as suggested by Captain Fraser, or by both—the former to ensure calm water at the gates of the latter. We are disposed to think that both may be found desirable; but that in that, or any other plan involving a breakwater which may be adopted, a wide channel between the southern end of the breakwater and Carwar Head is essential, to allow free action to the currents, and so keep the harbour at its present depth.

28. For the improvement of the Cove under present circumstances, the dredge which has been recently ordered down will be very useful, provided she be accompanied by a sufficient number of barges. The twelve now at Kurrachee, and not required there, might be ordered at once to Beitkul for use immediately after the monsoon. The water may also be a good deal deepened for boats, by arranging that all the filling in which will be necessary for the wharves and town shall be of sand taken from the upper end of the Cove at low water.

29. We take this opportunity of suggesting that Captain Fraser's chart, with the additio. of any recent discoveries, should be published, and measures taken for rendering it procurabl by shipmasters in England.

VII. Beitkul. Civil arrangements.

30. Mr. Hope has made such inquiry as was practicable into the tenures of land. The hills round about Beitkul, Alligudday, and Konay may, without hesitation, be considered as belonging to Government, in accordance with general decisions of the Madras Government, and sites for bungalows may be at once granted on any terms which Government think fit to prescribe. Applicants might have the option of leases such as those at Matheran and Mahableshwur, or purchase of the fee-simple under such Rules as may be issued for the sale of waste lands. The lots should not, in general, exceed one acre each.

31. Statements of the various holdings in the three villages abovenamed, with maps illustrating them, together with the proceedings up to the present time, from one of the accompaniments to Appendix B. In Beitkul a very small portion of the land is admitted to belong to Government, which probably acquired it by lapse. The cultivators hold on a chalgueny or temporary tenure, and if dispossessed, cannot claim compensation for anything except improvements. The remainder of the land is termed by the Madras authorities private property, that is, it is entered in the names of a few Moolgars, or hereditary proprietors, who have the right of letting, mortgaging, or transferring it as they please, and who have in most instances parted with it, under various restrictions usual in such cases. The Revenue records are of the most imperfect and untrustworthy nature: the fields rarely answer to the description of them: the assessment is often quite out of proportion to the value: and there can be little doubt that lapsed holdings and Government waste have been fraudulently appropriated to a great extent, at periods more or less remote. The whole of Alligudday is one estate only, and though the holders are at variance among themselves, their right as Moolgars appears less open to question. In Konay, a good deal of the land is admitted to belong to Government, and is unoccupied; and there appears reason to suppose that the right of certain holders of the remainder is extremely questionable.

32. There is therefore every probability that, were a minute inquiry instituted, a certain amount of land, now considered as private property, might be found to belong to Government, and assessed accordingly; but considering the lapse of time, and the imperfectness of the records, it is not likely that the amount would be large, or the gain compensate for the cost and irritation of the scrutiny. We therefore consider that it will be best to reserve for investigation by the Revenue Survey or otherwise the titles to all lands not required for strictly public purposes, and to leave European capitalists and others purchasing such lands before adjudication to do so at their own risk as regards title. Lands which are required for public purposes, on the other hand, may be resumed at once under Act VI of 1857, and compensation awarded to the holders by arbitration, the nature of the ostensible title being in each case taken into consideration in the award.

33. In Alligudday and Konay, the only land which will be required for public purposes is a strip one chain in width, running along the sea face, for the road described in paragraph 22. We have requested the Collector to take the usual steps for obtaining from the owners such portions of this as may not belong to Government. In Beitkul, however, we are satisfied that the only effectual means of economizing space, checking speculation, and carrying out sanitary measures, is to take up the whole under Act VI of 1857, and then dispose of it as we shall presently suggest. In this view, we requested the Collector to complete as soon as possible the settlement of the compensation for the portion for wharves, &c., regarding which a notice has already been issued by the Madras Government, to pay the money to the parties, and to make over the land to the Public Works Department. We also requested him to take steps for issuing a fresh notice regarding the remainder of the village, and he at once applied to the Madras Government for sanction to do so. That sanction having been promptly accorded, we trust that the compensation for the whole may have been disbursed, and the land transferred, before the 15th instant.

Vide their Proceedings No. 81 of Jan. 8th, 1862, in accompaniment to Appendix B to this Report.

34. We would propose that the land, when transferred, should be marked out in accordance with the plan, that three or four of the principal streets should be cleared and levelled, and the portion intended for houses, though divided into lots, left, till needed, with the present possessors, if they wish, on their agreeing to a suitable annual rental, with the liability to be obliged to vacate at one month's notice. In the event of any lot being applied for, the lease should be put up to auction, as is the rule at Kurrachee, and sold to the highest bidder in excess of an upset price fixed by Government. Each lot should bear a small ground rent, and the purchaser should be bound to fill it in up to the level decided on for that part of the town, and to spend within a certain time a certain sum on it, in proportion to which the lease should be of greater or less duration. Provision should also be made in the leases, or otherwise, for ensuring the appropriation of the blocks to the south of the Cove as dwelling houses only, as extensive warehouses, if permitted, would encroach too much on the population. We see no objection to to the lots to the westward, which we have made somewhat larger, being sold without that condition, but under such restrictions to prevent monopoly as Government may think fit to impose. By these regulations no unnecessary hardship will be caused to the present occupants of the land, a safe tenure will be readily obtainable by purchasers, and a proper slope and some general uniformity and suitable distribution will be secured for the town.

35. For the better execution of all such arrangements, and of sanatory measures, a Municipality might advantageously, we think, be constituted, and the whole amount of compensation now to be paid might be debited to it, the proceeds of sale of sites being allowed it in return. The annual ground rent should, however, be reserved to Government.

36. With reference to your letter, No. 199 of the 5th ultimo, we have the honor to state that the most convenient line for commercial interests which the Electric Telegraph could take, would be from Dharwar direct to Beitkul *viâ* Hullial and the Unshy Ghaut, and that as bamboos and timber are superabundant all along the line, there need be no difficulty in laying the wires after the monsoon, or whenever Government think fit to direct. The best method of postal communication would, we think, be to establish a General Post line from Turrus, where the Hoobllee, Hurryhur, and Sircy lines now meet, to Yellapoor, and thence down the Kyga to Beitkul. From that place to Honore and down the coast a General Post line is already in existence.

37. We visited the old and new Jails at Honore. The former is quite unfit for the purpose, and should be abandoned as soon as possible. The latter, on which about Rupees 30,000 have been already expended, is built, Colonel Walker informed us, according to the standard plan sanctioned for the Madras Presidency. It appears, however, open to considerable objections as to plan, and the enclosure walls recently fell in consequence of faulty workmanship. They have been only partly restored by the prisoners; the front of the guardroom, which has settled a good deal, must be rebuilt; and Jailor's quarters and numerous fittings are required. The cost of these would probably be Rupees 8,000. In the Budget of 1862-63, Rupees 17,602 have been entered, with the idea of more extensive improvements than we have named. It will be for Government to decide whether the Jail shall be completed at this cost, or left unfinished, and the prisoners, now only 138 in number, distributed between the Dharwar Jail and the gang at work on the Ghauts. The latter arrangement would cause some saving in establishment.

VIII. Minor Public Works in North Canara.

38. The only other works in the Budget which deserve notice, are the road from Moondagode to the frontier, a most important link in the communication to Bunkapoor: the bridges on the Gairsoppa road, which are in progress and must be completed: and the proposed Mamlutdar's Kacheri at Soopa, and Customs and Police Chokees on the Goa frontier, on the necessity for which a further report should, we think, be called for from the Collector. The sanctioned improvements of the navigation of the Kala Nuddee also demand attention.

IX. Public Works Department.

39. The transfer of the Public Works of North Canara to this Government took place on the 1st ultimo. A complete list of the existing Madras establishment is attached, as also of the Ratnagherry establishment under Captain Baker, which has been transferred to North

Canara (accompaniments Nos. 2 and 3, Appendix A). The whole, costing Rs. 66,987 per annum, is unnecessarily large, and should be at once reduced. We attach a list of the establishment we propose (accompaniment No. 4) costing Rs. 47,720 per annum. The services of the remaining officers and subordinates of the Madras Public Works Department may be dispensed with as soon as their Government can conveniently relieve them. In including among the latter an officer of Lieutenant-Colonel Walker's rank and high character, we desire to express our obligations to him for the candor and readiness with which he has met all our inquiries, and to add that we have learned from him that he has already been offered, and has accepted, promotion in his own Presidency. Three out of the four subordinate officers whom it is proposed to retain have been selected as being well known to, and influential with, the people, and therefore useful in obtaining from the Southern Districts the services of masons, bricklayer, smiths, and sawyers,—artizans, not one of whom can be obtained in North Canara.

40. The post of District Engineer, held by Lieutenant-Colonel Walker, appears nearly to correspond with that of Superintending Engineer in this Presidency, except that the duties are confined to one Collectorate, and the salary is Rs. 600 per mensem, that of a 1st Class Executive Engineer, instead of Rs. 800 per mensem, that of a Superintending Engineer. The Collectorate is divided into five Ranges, each having its own Executive Officer, corresponding with our Executive Engineer, who keeps and renders separate accounts, has a separate office establishment, and is responsible for his own expenditure. In substituting the Bombay system, we think that the executive charge of North Canara should be for the present fixed as that of a 2nd Class Executive Engineer, in consideration of the responsibility involved, and the expense at present attending a residence in the District. Captain Baker should, as a special case, be promoted to this class. The Madras system of allowing permanent deputation to all Officers of the Public Works Department should be continued until the roads are completed, in consideration of the fact that, as the carriage of tents is almost an impossibility on many of the lines, all Officers who have to travel now subscribe to maintain small Bungalows at convenient distances. This indulgence should, however, be coupled with a prohibition, which may well be extended to all the Civil Departments, of withdrawing coolies from the works for the conveyance of personal baggage—a practice which, even though the assistance is liberally paid for, now causes much discontent and desertion among the laborers.

41. We examined the stores in charge of the Public Works Department at Beitkul, and annex (accompaniment No. 6 to Appendix A) lists of those taken and rejected. We could not obtain the valuation of many of them, and some appear to have been already charged to the works. We have taken all that will be of any use. The rejected articles are not well adapted to the works contemplated, and we would suggest that the Madras Government be requested at once to remove them, because, if they remain at Beitkul, proper shelter for them, which does not now exist, must be built at considerable expense, and because in such a climate steam machinery requires constant attention and cleaning, or it will go to ruin.

42. We append a statement (accompaniment No. 5, Appendix A) showing approximately the expenditure which has taken place during the three first quarters of the current official year, and the balance available on the 1st ultimo. This balance will, we believe, suffice for the remainder of the official year, even if the progress made comes up to our expectations. For the ensuing year five lakhs, the sum asked for in the letter transmitting the Budget for North Canara for 1862-63, will be as much as can be actually spent. The allotments for particular works will need revision; but, in the absence of detailed plans and estimates, the want of which, with respect to even the principal works, we deem it right to bring to notice, it would be premature to revise at present. The following are, however, the works which most urgently require to be pressed on next season :—

Beitkul.—Wharves on the east side, road from Konay to the saddle H, Light House, and Kacheri.

Kyga Road.—Beitkul to Mullapoor.—Making to 21 feet and partly metalling.

Mullapoor to Wullicota.—Widening to 24 feet and partly metalling.

Wullicota to Iddagoonjee.—Widening 24 feet and mooruming.

Iddagoonjee to the Dharwar frontier.—Mooruming and making cross-drains.

Arbyle Road.—Mooruming from Devunhully Ghaut junction near Ugsoor to Beitkul road junction near Ankola.

Ankola Junction and Beitkul Road, by the coast.—Completing and metalling.

Devunhully Ghaut Road.—Opening to 12 feet.

Moondagode and Bunkapoor Road.—Portion in North Canara.

As the power of pushing on each of these works will depend a good deal on the supply of labor, we think that considerable latitude should be given in the apportionment of the total sum between them.

43. The area of North Canara is 4,300 square miles; the population 4,90,000; the gross revenue in 1861-62, Rupees 18,96,957; the charges about Rupees 6,74,624; and the net revenue consequently Rupees 12,22,333. Mr Hope has embodied in a separate memmorandum (Appendix B) the information which he has collected regarding the Revenue, Police-Magisterial, Judicial, and other Departments. Mr. Hope has not attempted to render this memorandum a complete statistical and administrative account of the Collectorate, which seemed uncalled for, and for which the time available was quite insufficient; but has considered each branch with reference to the impending transfer, noting merely points on which early information appeared likely to be useful, or on which Government would shortly be called upon to pass decisions. The memorandum is complete without its voluminous accompaniments, which have been added merely in the expectation that they might be useful after the transfer for reference in matters of detail from time to time, until the Madras system was understood, or superseded by that of Bombay, as the case might be.

X. Information on Civil matters.

44. In conclusion, we have to express our grateful sense of the readiness universally displayed by the officers of the Madras Government in every Department in facilitating our progress, and affording us such information and assistance as we required.

We have the honor to be, &c.

H. BLOIS TURNER, Colonel Commandant,
Acting Secretary to Government, P. W. D.

T. C. HOPE, Private Secretary to H. E. the Governor.

APPENDIX A.

I append the following documents in illustration of the Report :—

No. 1.—Extract of a Memorandum by Lieutenant-Colonel Walker, descriptive of the road from Hullial to Cadara, *vid* the Unshy Ghaut.

No. 2.—A List of Establishment of the District Engineer, North Canara, exclusive of Travelling and Contingent charges, showing that the cost per annum at present is Rs. 54,931-11, and that with the Rutnagherry Establishment under Captain Baker it amounts to Rs. 66,987-3 per annum.

No. 3.—A List of the Establishment of the Public Works Department of the Rutnagherry Collectorate transferred to North Canara; the cost per annum, without Travelling Allowances and Contingencies, being Rs. 12,055-8.

No. 4.—Proposed Establishment for the Executive Engineer, North Canara, amounting, without Travelling Allowances and Contingencies, to Rs. 47,720-2.

No. 5.—Statement showing the expenditure during 1861-62 up to the date of transfer to the Government of Bombay, and the expenditure and balance available for the current quarter, on account of all sanctions for Public Works now in progress in North Canara.

No. 6.—Lists of Machinery, Tools, &c., transferred by the Madras to the Bombay Government, and of those rejected by the Bombay Government as useless for the works contemplated.

No. 7.—Letter from the Political Superintendent Sawunt Waree explaining the difficulty of procuring labor so late in the season.

No. 8.—Plan of Beitkul, Alligudday, and Konay, and the adjacent hills, showing the works projected and in progress, the proposed town, &c.

No. 9.—Sketch-map of North Canara and part of Dharwar, showing all existing and projected roads, with reference to their relation to the Port of Beitkul.

No. 10.—Section of proposed Wharf wall, at Beitkul.

No. 11.—Plan and Section of a Custom House, at Beitkul.

No. 12.—Plan and Section of a Traveller's Bungalow, at Beitkul.

H. BLOIS TURNER, Colonel Commandant,
Acting Secretary to Government.

No. 1.

1. The Hullial and Sedashivghur Line, by way of Unshy Ghaut—71 miles.

No. 1.—1st Section.—*Dharwar frontier to Hullial*—5 miles opened to 6 yards width a number of years ago at the request of the Dharwar authorities, in extension of a line from Dharwar under progress by them, and since maintained in fair working order from the Discretionary Allowance. Liable to much damage in and after the monsoon, from the constant passage to and fro of the large herds of cattle kept at Hullial for pasturage at that time—not metalled.

2nd Section.—*Hullial to Samzoida* by Kaysuroly, Burchee Nulla, and Soopa—29 miles. This and the following section are under construction on an estimate of Rupees 126,400, whereof has been expended up to 31st January 1862, Rupees 34,802-11-6. But the original sanction has no reference whatever to the line on which Section 2 is now being worked out, that first proposed having been through Dandilly and Potellee. The first division has been made to secure the benefits of a bridge over the large nulla at Hullial, both to this road and to that between Hullial and Yellapoor, which the Kaysuroly site affords, besides much better ground for approaches on either side. The second was designed to benefit the town of Soopa, lately made the capital of a new Táluq, and hitherto inaccessible, except by a detour of 6 miles extra, *viâ* Jugglepett. Of course the sanction of Government was sought and obtained for these alterations, and it should have been followed up by the preparation and submission of fresh surveys, estimates, and plans, but the inadequacy of the means at the disposal of the District Engineer entirely precluded his taking the necessary steps.

Present state of Section 2.—Two and a half miles from Hullial to Kaysuroly Bridge, opened out to 8 yards in width, with side channels, &c., and covered with a 4-inch layer of gravel, which must be renewed and added to next monsoon. The three elliptical arches of the Kaysuroly Bridge are half completed; their span is 30 feet each, height 10 feet, on piers 17 feet high; material, brick in chunam, with stone cutwaters up-stream. Three and a half miles from Kaysuroly Bridge to Kurky Bridge lined out to 8 yards width with side channels, and open to cart traffic, but not finished in any way or metalled; many covered drains and minor bridges have to be put in. Kurky Bridge, a single span of 30 feet, with 10 feet rise, springing from rock abutments, is completed, all but the parapets, and opened for traffic; but requires a good backing of concrete over the arch and pointing of all the joints on the under side. Seven miles from Kurky Bridge to Burchee Nulla opened as a dry-weather cart road 12 feet wide. At Burchee Nulla a bridge of 3-30 feet arches, 10 feet high, on 16 feet piers, is being commenced; foundations having been dug, mud bricks being made on the spot. The river being a great obstacle in the monsoon, and the site having a bad reputation for fever, it was intended, if possible, to complete the work in one season, for which purpose a brick-making machine, with a European to work it, have been provided on the spot. But the latter is unable to bring the machine into operation, and is obliged to make all his bricks by hand; the supply will probably therefore be inadequate to finish the work in one season. A Police station with well is in progress at this place, which is in the heart of a dense forest. Burchee Nulla to Soopa, 10 miles of dry-weather cart road 12 feet wide without bridges or covered drains. Just at Soopa occurs a magnificent stream at and formed by the junction of the Kala Nuddee and Oojilee Nuddee, and taking the former name. A bed of rock forming a natural dam stretches across

the river, causing it to be easily fordable by foot passengers in the dry season, and affording an admirable foundation for a dry-weather roadway to be yearly renewed, or for a bridge of any description. Immediately above it is a basin of deep water, suitable for a ferry at all times, a section of the river over the natural rock dam is available. From Soopa to Samzoida, a distance of 6 miles is open to 12 feet throughout as a dry-weather cart road, without bridges or covered drains.

3rd Section.—*Samzoida to Boray Bunder*, by Coomarwadda (9¼), Unshy (13½), and the Unshy Ghaut (14), 37 miles. Of this section, 30 miles, viz., to below Borepali, a village half way down the Unshy Ghaut, is perfectly practicable as a dry-weather cart road, 12 feet wide without bridges or covered drains. Further progress down the ghaut is then stopped by rocky projections, which are only now in progress of being removed by a small gang of about 25 men. The 4 miles from foot of ghaut to Boray Bunder are little more than an obliterated trace, not on the best line, and it is doubtful whether they need be opened out, except to connect the line with Goa traffic *viâ* the Goperhatty Custom House, which the Collector thinks very desirable, as enabling him to shut up the Coondol and Docorpen Passes, and dispense with the Land Customs Establishments there maintained. From the foot of the Unshy Ghaut, one mile of road to Kadara will open up to the head of river navigation, and the establishment of a ferry will complete the communication to Beitkul by the line below Kyga Ghaut.

It is hoped that this line of communication, all important for the development of the Soopa Talook, will not be entirely neglected on account of the Kyga works. The want of it has been grievously felt twice within the last 15 years, when troops had to be maintained in the Soopa Talook for many months together. Even as a cotton road it may prove by no means an insignificant feeder to the Beitkul trade, leading as it does, not direct, to the Belgaum District and north of Dharwar. Access to the fertile and elevated ground about Woolwi to the great Teak forest of Goond, and to the Soopa forests generally, is afforded by this ghaut and road only. The town of Soopa itself, with its fine water power and command of timber, situated as it is near the cotton producing districts, may have a great manufacturing future before it.

No. 2.

ESTABLISHMENT of the Public Works Department, North Canara.

Number of each Description.	Names of Appointments.	Monthly Salaries. Military Officers. Civil Pay.	Military Officers. Military Pay and Allowances less nett pay.	Persons not in the Military Service.	Total.	Remarks.
	Engineering Establishment.	Rs.	Rs. A. P.	Rs.	Rs. A. P.	
1	District Engineer, Lieutenant-Colonel Walker... ...	600	576 9 0	.....	.....	With Rs. 6 per diem Travelling Allowance.
1	Acting 1st Assistant, Mr. Powell.	...	.....	350	.....	With Rs. 5 per diem Travelling Allowance, the permanent salary is Rs. 500 per mensem.
1	Do. 2nd do. Lieutenant Stewart.	75	195 12 0	.....	.....	With Rs. 5 per diem Travelling Allowance.
	Upper Subordinate Establishment.				1,797 5 0	
1	3rd Assistant Engineer, Mr. V. M. Fernandes... ..	...	.....	150		
1	4th do. Mr. G. A. Vardon...	...	.....	100		With the Travelling Allowance of their grade.
1	5th do. Mr. J. A. Fox...	...	.....	70		
	Lower Subordinate Establishment.				320 0 0	
2	1st Class Sub-Overseers, at Rs. 40 each per mensem...	...	.....	80		With the Travelling Allowance of their grade.
5	2nd Class ditto at Rs. 25 ditto ...	...	.....	125		
	Extra Establishment.				205 0 0	
	(Debited to the Estimates).					
	Assistant Engineer, Lieutenant A. T. Fraser ...	100	195 12 0	.....		
	Ditto Captain G. A. Searle... ...	150	293 10 0	.....		
	Sub-Engineer, Mr. Boesinger...	...	.....	400		
	Assistant Overseer, Corporal J. Banks, Sappers and Miners...	70	27 15 3	.....	1,237 5 3	

	Office Establishment.					
	Draftsman, G. T. Smith.....			60		
	Head Accountant, X. C. Machado...			50		
	Assistant do. J. M. Noronha			35		
	Head Writer			40		
	Assistant do.			30		
	Storekeeper			30		
	Head Goomastah, L. C. Mascarenhas			20		
	Assistant do. B. Machado			14		
	Moochee, P. J. Pacheco.....			10		
	2 Lascars, at 7 Rs.			14		
	6 Do., at 6 Rs.			36		
	Goomastah			15		
	Ditto			15		
	4 Lascars, at 6 Rs.			24		
	Hullial Range.					
	Accountant, B. V. Pereira			40		
	Writer, John D'Sa...			20		
	Goomastah, Narnappa			15		
	1 Lascar			7		
	3 Do., at 6 Rs. each			18		
	Sudashivghur Range.					
	Accountant, L. E. Fernandez			40		
	Writer.....			20		
	Goomastah, L. Fernandez			15		
	1 Lascar			7		
	3 Do., at 6 Rs. each			18		
	Sircy Range.					
	Accountant, F. S. Aranha			35		
	Goomastah, B. Narnapah.....			15		
	1 Lascar			7		
	3 Do., at 6 Rs. each			18		
	Carried over.....Rupees	...	...	668	3,559 10 3	

Number of each Designation	Names of Appointments.	Monthly Salaries. Military Officers. Civil Pay.	Military Pay and Allowances less nett pay.	Persons not in the Military Service.	Total.	Remarks.
		Rs.	Rs. A. P.	Rs.	Rs. A. P.	
	Brought over.. Rupees	...	.....	668	3,559 10 3	
	Coompta Range.					
	Officiating Accountant, Rodrigues.....	...	...	35		
	Goomastah, B. Soobraw.....	...	...	15		
1	Lascar	...	...	7		
3	Do. at Rs. 6 each	...	...	18		
	Byndoor Range.					
	Accountant, N. Devapah	...	...	28		
	Goomastah, O. Annapah.....	...	...	14		
3	Lascars, at 6 Rs. each	...	...	18		
	Lower Subordinate,					
	Sub-Overseer 1st Class 2nd Grade, R. Parthasarthy.....	...	...	50		
	Ditto 3rd ditto	...	...	40		
	Ditto 2nd do. 3rd do. Mahomed Khan	...	...	25		
	Ditto ditto ditto M. Rodrigues	...	...	25		
	Ditto ditto ditto	...	...	25		
	Ditto ditto ditto	...	...	25		
	Ditto ditto ditto	...	...	25		
					1,018 0 0	
				Total per mensem.....	4,577 10 3	Exclusive of Travelling Allowances or Contingencies
				Total per annum.....	54,931 11 0	
	Establishment under Captain Baker now transferred to North Canara.....				12,055 8 0	
					66,987 3 0	

No. 3.

STATEMENT showing the Establishment under Captain Baker.

Number of each Designation	Names of Appointments.	Monthly Salaries. Military Officers. Civil Pay.	Military Pay and Allowances less net pay.	Persons not in the Military Service.	Total.	Remarks.
		Rs.	Rs. A. P.	Rs.	Rs. A. P.	
	Engineering Establishment.					
1	Executive Engineer, 3rd Class, Captain Baker... ...	400	293 10 0		693 10 0	
	Upper Subordinate Establishment.					
1	Assistant Overseer, Bomanjee Sorabjee...	...	...	80		
1	Do. do. Purshotum Marootee... ...	...	...	80		
					160 0 0	
	Office Establishment.					
1	Accountant, 3rd Class	...	...	65		
1	Clerk	...	...	30		
1	Do.	...	...	20		
1	Carcoon	...	...	25		
2	Peons, one at Rs. 6 and 1 at Rs. 5 per mensem. ...	...	...	11		
					151 0 0	
				Total per mensem..	1,004 10 0	
				Total per annum...	12,055 8 0	

No. 4.

PROPOSED Establishment for the Public Works Department, North Canara.

Number of each Designation.	Names of Appointments.	Monthly Salaries. Military Officers. Civil Pay.	Military Pay and Allowances less nett pay.	Persons not in the Military Service.	Total.	Remarks.
		Rs.	Rs. A. P.	Rs.	Rs. A. P.	
	Engineering Establishment.					
1	Executive Engineer, 2nd Class, Captain Baker. ...	500	293 10 0	...	...	With 5 Rupees per diem Travelling allowance.
1	Assistant Engineer...	...	...	500		
1	Acting 1st Assistant, Mr. Powell...	...	...	350		With 5 Rupees per diem Travelling Allowance; the permanent salary is Rupees 500 per mensem, which Mr. Powell will come entitled to when confirmed as a 1st Class Assistant by the Government of Madras.
					1,643 10 0	
	Upper Subordinate Establishment.					
1	Sub-Engineer, 1st Class, Mr. Boesinger... ...	...	...	400	...	With the Travelling Allowance of their grade.
1	Do. do. 1st Class, Deputy Assistant Commissary M. McNally...	250	151 5 6	...	...	
1	Sub-Engineer, 2nd Class, Conductor E. Stapleton...	200	90 14 0	...	...	
1	Assistant Supervisor, Mr. V. M. Fernandez ...	...	...	150	...	
1	Overseer Serjeant, G. Ferrell...	85	*6 13 4	...	...	* Compensation in lieu of rations.
1	Overseer...	...	...	100	...	With the Travelling Allowance of their grade.
1	Assistant Overseer, Bomanjee Sorabjee... ...	...	...	80	...	
1	Do. do. Purshotum Marootee... ...	...	...	80	...	
1	Do. do.	...	...	80	...	
1	Do. do.	...	...	80	...	
1	Do. do.	...	...	80	...	
1	Do. do.	...	...	80	...	
					1,914 10 0	
	Lower Subordinate Establishment.					
1	Sub-Overseer, 3rd Class, M. Rodrigues	...	...	25	.....	With the Travelling Allowance of their grade.
2	Sub-Surveyors, at Rupees 25 each per mensem ...	...	...	50	.....	
					75 0 0	
	Office Establishment.					
	(*2nd Class Executive Engineer's*).					
1	Accountant	...	...	80		
1	Draftsman	...	...	60		
1	Clerk	...	...	40		
1	Ditto	...	...	25		
1	Ditto	...	...	25		
1	Ditto	...	...	20		
2	Peons	...	...	13		
1	Chowkeydar or Lascar	...	...	7		
	(*Office Establishment for two Assistant Engineers*).					
2	Clerks, at 30 Rupees each per mensem	...	...	60		
2	Peons, at 7 Rupees each ditto	...	...	14		
					344 0 0	
				Total per mensem.....	3,976 10 10	
				Total per annum.....	47,720 2 0	

No. 5.

STATEMENT of works in progress in North Canara, showing the expenditure during 1861-62 up to the date of transfer to the Government of Bombay, and the balance available for the current quarter.

Name of Sanction.	Amount of Estimate.	Amount allowed for 1861-62	Expenditure up to 30th April 1861.		Expenditure during 1861-62 up to 31st January 1862.		Balance available for the last quarter of 1861-62.		Probable Expenditure up to 30th April 1862.	
	Rs.	Rs.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	
Original Works.										
1. Kyga Ghaut Road ...	1,05,380	30,000	14,995	13 10	24,385	2 1	5,614	13 11	55,000	
2. Hutlial and Unsha Road ...	1,26,440	25,000	15,809	14 4	18,998	13 2	6,001	2 10	29,000	
3. Gairsoppa Ghaut Bridge Work ...	35,994	14,664	9,319	15 0	1,283	8 1	13,350	7 11	9,664	
4. Pier at Beitkul ...	...	28,000	...	...	*12,979	7 0	25,026	9 0	18,600	*Includes Rupees 6,265-11-11 for Tools.
5. Wharf Road at Beitkul ...	...	10,000	...	...	326	8 4	10,253	7 8	9,110	
6. Police Stations ...	7,560	10,580	...	...	14	4 10	1,985	11 2	2,000	
7. Public Bungalows ...	5,000	2,000	...	...	98	4 0	1,001	12 0	600	
8. Fixing Tuddry Buoys, &c. ...	...	1,100	...	...	141	3 10	6,858	12 2	5,000	
9. Bankapoor Junction Roads ...	21,903	7,000	...	...	...	...	...	...	...	
Repairs.										
10. Building repairs ...	4,800	5,915	...	...	3,950	12 10	1,964	3 2	13,000	
11. Bungalow repairs ...		1,085	...	...	1,043	12 6	41	3 6		
12. Coompitah Town Roads ...	232	232	...	...	140	13 10	91	4 2	232	
13. Three Road Circuits ...	28,220	28,220	...	...	16,309	10 6	11,910	5 6	27,920	
14. Dharwar and Coompitah Road ...	58,000	28,000	...	...	21,656	14 0	6,343	2 0	28,000	
15. Argyle Road ...	28,000	28,000	...	...	14,978	9 8	13,021	6 4	23,000	
16. Discretionary Allowance for District Roads ...	10,000	10,000	...	...	3,595	11 1	6,404	4 11	5,000	
17. Office furniture ...	.....	565	...	...	24	15 1	540	0 11	565	
Total Rupees...	4,42,379	2,30,361	40,119	11 2	1,19,922	4 10	1,10,438	11 2	2,25,391	

No. 6.

List of Machinery, Tools, &c., transferred by Lieutenant Colonel Walker to Captain Baker at Beitkul.

		Rs.	A.	P.
1	Circular Saw Table, with 2 Saws, without wood work, iron work complete	544	14	0
1	Two ton Crane, the iron parts complete	.....		
1	Five ton Crane, the iron parts complete	1,356	8	1
1	Five ton Weighing Machine complete	313	6	0
1	Single Purchase Crab complete	144	15	2
1	Double Purchase Crab complete	393	0	2
3	14-inch brass sheave snatch blocks	115	13	6
1	6-inch single ditto ditto	37	13	5
1	12-inch double ditto ditto	51	7	11
1	12-inch treble ditto ditto	61	12	8
3	6-inch brass sheave treble blocks	.....		
3	6-inch ditto double	.....		
3	Wooden blocks of different sizes	.....		
2	Swage blocks, with stands	160	0	0
1	Eight (8) cwt. Anvil, with top and bottom tools	425	11	0
1	Pair country-made scales	.....		
1	Carpenter's Cramp, iron	.....		
1	Wooden tracing instrument	.....		
1	Mason's square	.....		
2	Mooring screws, one 50 ft. Cable and 1 Buoy complete	.....		
2	Shafts for ditto	.....		
1	Cabstan complete	.....		
1	Spare Shackle for Buoys	.....		
3	Coils of 7-inch Coir Hawsers	.....		
3	Cwt. of chains (6 chains) of various lengths, 2 of these chains are attached to the sunken shaft of Screw mooring	.....		
2	Beacon Buoys (injured)	.....		
3	Bundles of 3-inch Coir Rope (old)	.....		
	Sundry pieces of Rope	.....		
57	Screws for Piles	792	2	11
3	Coils of 4½-inch Rope (Hemp)	296	12	9
1	Boat received from Honore, no oars, rudder, mast, or sail	.....		
18	Pairs Tramway Wheels, with Axles complete	.....		
4	Break levers for ditto	.....		
4	Large square Tie Rods for ditto	.....		
10	Round Tie Rods for ditto	.....		
20	Bearings 32 bolts, small	.....		
1	Bolt and Washer, 16 stamps, and 8 rivet bolts	.....		
177	Railway Bars	1,034	1	0

List of Machinery, &c., at Beitkul not *taken over by Captain Baker.*

		Rs.	A.	P.
1	Punching Machine (Nasmyth) complete	.....		
1	Six-horse Power non-condencing Nasmyth Steam Engine complete	3,478	1	7
2	Cog wheels and pinions for Tuddry Boat	.....		
1	8-inch Turning Lathe complete	403	0	3
1	Nasmyth's Steam Pile Driving Machine complete	.....		
1	Small Double purchase Crab for ditto	.....		

NOTE.—Where the prices are not shown, they could not be obtained from the books of the District Engineers of North Canara.

No. 7.

From Major F. SCHNEIDER, Political Superintendent, Sawunt Waree, to Colonel TURNER, Acting Secretary to Government, P. W. D., and T. C. HOPE, Esq., Private Secretary to His Excellency the Governor, dated Sudashivghur, 15th February 1862, No. 120.

GENTLEMEN,

1. I have the honor to acknowledge the receipt of your letter without number, dated 10th instant, and in reply to inform you, that I will make every endeavour to obtain Coolies for the works alluded to.

2. I have had a Notification written in Mahratta, giving terms, &c., and some fifty copies of this will be sent into my district, and even into the neighbouring villages of Rutnagherry; and the bearers will be ordered to do their utmost to obtain Coolies, and instructions to the same effect will be issued to each district officer.

3. Should any Coolies offer, I shall send them off at once to Vingorla for shipment to Sudashivghur, but I must tell you, to prevent disappointment, that I despair of getting men for several reasons.

1*st*.—There is, as a general rule, a prejudice in this district among the labourers against North Canara, as so many men have gone there since 1857, and returned sick with fever of a bad kind.

2*nd*.—The cultivating season is at hand, and few men of these parts, who have land, will go any where now for work. In fact, it may be expected that most of those who are now employed on various Public Works about, will leave them for their homes within the next month.

3*rd*.—That the greater part of those who live by labour of this sort are already absent. There are nearly two thousand on the New Parpoolee Ghaut, and numbers have gone up to the Railways, while there are some already in North Canara and on the Tenai Ghaut. For the latter work at the urgent requisition of the Civil Engineer, Mr. Barton, I have been trying to collect labour, but with all my endeavours have got but 150, at the outside, and these only went on condition that I should guarantee their discharge, if required, on 1st April, and that they should not be taken against their will beyond Tenai.

4. I have told you all this to show the small chance there is of my being able to afford you all the aid you require, in order that you may, in the meantime, try elsewhere.

5. In a few days I shall know what to expect, and will lose no time in writing again.

6. In addition to your terms, I have given out that I will pay eight Rupees per mensem to Muccadums who may bring thirty men, or to any man who may be chosen by a gang of thirty.

APPENDIX B.

MEMORANDUM ON CIVIL MATTERS.

General Information.

1. The area of North Canara is 4,300 square miles, and the population 490,089 souls, residing in 1,179 towns and villages. The distribution into Talookas was changed not long ago, and still requires revision, it is said. There are now six talooks, viz., Soopa, Yellapoor, Ankola, Coondapoor, Honore, and Sirey, of which Honore is the most densely populated, Coondapoor next, Ankola and Sirey much behind, and Yellapoor and Soopa last of all. There are few towns of size and importance. Coompta, Hullihal, and Sirey have each a population of about 10,000: Beitkul has 8,000: Ankola and Honore between 5,000 and 6,000: and Yellapoor 4,000 souls. The Ankola, Honore, and Coondapoor talooks are extensively cultivated, and the most productive. They are also the most healthy, and have an average rain-fall of 134 inches. The talooks above the Ghauts have a fine

soil, great capabilities, and a rain-fall of 79 inches: but they are thinly peopled, covered with fine bamboo and other jungles, and very feverish, on which account they are much dreaded by the people below the Ghauts. It is said that there has been a marked increase in the amount of fever during the last three years. At Sircy last season scarcely one of the European residents escaped it, and the Office establishments were so prostrated by it that it was found necessary to retransfer the Collector's treasury and Hoozoor to Honore, where they still remain. This fact is of importance in connection with the still undecided question as to whether Sircy or Beitkul shall be the Collector's head-quarters. The increase of fever is considered by some to be a mere temporary epidemic, which has, it is alleged, come gradually up the coast from the southward, and by others to be attributable to the increase of the jungles, consequent on improved forest conservancy and the prohibition of koomry, or burning the jungle for temporary cultivation.

2. The map accompanying Appendix A will show that considerable progress has been made in providing North Canara with a good system of roads. The length actually opened for carts at all seasons are not indeed great as yet, but the roads in progress in various directions are numerous, and when completed will afford fair main outlets to almost all points of the collectorate. Fairs are held periodically at Gokurn near Coompta, Woolve near Yellapoor, Koloor, and Sircy, and attract large numbers of people. There are a good many Travellers' Bungalows on the various lines, as also one or two Collector's bungalows, and number of temporary huts erected by subscription among the officers travelling in the district. The Municipal Act has not been introduced into any of the towns. A list of the principal men in each talooka, and other information on the subjects touched on in this section, are comprised in Accompaniment No. 1.

Finance.

3. The receipts and charges for the past, current, and coming years, as shown in the Budget for 1862-63, are as under:—

Receipts.	Actuals.	Estimates.		Disbursements.	Actuals.	Estimates.	
	1860-61.	1861-62.	1862-63.		1860-61.	1861-62.	1862-63.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
Land Rev. &c:—				Allowances, Refunds, &c.	3,362	4,200	6,400
Land Revenue.	8,51,311	9,07,160	8,73,180	Charges against Income:—			1,90,655
Sayer	2,53,629	3,03,390	3,03,530	Land Revenue...	2,10,161	2,22,362	3,478
Abkaree ..	43,955	52,500	61,560	Assessed Taxes:—	278	1,640	15,682
Assessed Taxes:-				Customs	12,918	14,700	93,881
Income Tax ...	4,915	25,000	26,950	Salt	96,923	85,570	2,307
License Tax ...	7,281	12,050	12,600	Stamps.....	1,203	3,030	5,385
Customs..... ...	85,325	95,380	44,900	Superannuations.	2,254	2,541	
Salt	2,89,527	4,26,520	4,29,600	Miscellaneous ...	.....	1,300	5,900
Stamps	41,361	66,000	64,050	Allowances, &c.			
Law and Justice.	6,830	6,783	12,372	under Treaties...	61,166	42,956	50,385
Police	8	.....	.....	Works of internal			
Marine	93	90	150	Improvement, &c.	647	723	16,600
Public Works...	3,670	1,970	3,600	Civil Services:—			
Miscellaneous ...	48	114	690	Public Departments..... ...	.....	786	1,016
				Law and Justice	1,16,007	1,14,668	1,18,502
				Police	88,852	1,75,660	1,73,214
				Education, Science, and Art.	1,206	1,140	1,140
				Superannuation Allowances, &c.	2,647	2,266	3,505
				Marine..... ... -	488	445	516
				Miscellaneous ...	616	627	1,310
				Civil Contingencies...	.....	.....	2,750
				Total charges ...	5,98,728	6,74,624	6,92,626
				Balance, Net Rev.	9,89,225	12,22,333	11,40,556
Grand Total Rs.	15,87,953	18,96,957	18,33,182	Grand Total Rs.	15,87,953	18,96,957	18,33,182

The above is taken from the copy of the Budget received direct from Madras by the Deputy Auditor and Accountant General. The copy which I obtained in North Canara from the local officers is not quite complete, owing to the practice in the Madras Presidency being for each Department to send its own Budget direct, instead of all being compiled by the Collector; but I have thought it best to append it (Accompaniment No. 2) as it is more detailed, as far as it goes, than the other, and differs from it in some items.

4. Considerable attention has been paid in the Madras Presidency to regulating the system of accounts, and I append (Accompaniments Nos. 3, 4, 5, and 6) four printed manuals in English relating to the accounts of the villages, the talookas, and the Salt and Forest Departments. The two former have been translated into the vernacular. Owing to peculiarities of tenure, and the absence of a survey, only 13 of the forms of village accounts (marked with an asterisk in the book) are in use in North Canara.

Land Revenue.

5. The basis of the present land revenue of North Canara is a settlement termed the Shist, made by the Rajahs of Beejanuggur in the early part of the fourteenth century. No actual measurement took place, but the produce of each field was taken to be twelve times the amount of seed reported to have been usually sown in it, and was divided in the proportion of 25 per cent. to Government, 25 per cent. to the landlord, and 50 per cent. to the cultivator. In 1618 the Bednore Government added an extra assessment, equal to 50 per cent. of the old land rent, and termed the Shamil. In 1764 and subsequently further additions were made by Hyder Ali and Tippoo. On the conquest by the British Government a settlement, involving considerable reductions, was made by Colonel Munro. From 1800 to 1810 the district was supposed to be very lightly assessed, and to be rapidly improving, but from 1810 to 1817 difficulty was experienced in realizing the Government demands. The causes assigned were the decline of agriculture, the poverty of the ryots, and the increase of Colonel Munro's settlement in many instances. In 1819-20 Government directed that the average collections since the conquest by the British Government should be taken as the basis of a new settlement, which was accordingly introduced into South Canara, and the Honore and Coondapoor talooks of North Canara, under the name of the "Tharow" or "Surasuree Settlement." It was not extended to the Ankola, Soopa (including Yellapoor), and Soonda (now Sircy) Talooks, in which certain other experiments were tried on a small scale, and it did not produce any marked results in Honore and Coondapoor during the next eleven years.

6. In 1832 the unsatisfactory state of North Canara was the subject of investigation by a special officer, and in consequence of his report, the Tharow settlement was extended pretty generally by the local officers in the following year. The Board of Revenue did not, however, formally sanction this, and the correspondence on the subject was prolonged for some years. The total revenue was apparently not large in proportion to the resources of the district, and yet it was realized with difficulty, and the general complaint was the inequality of the assessment. This was ascribed to the settlement being by estates, instead of by fields, and based on general considerations rather than the actual capabilities of the soil. There being no satisfactory records of field boundaries or crops, some estates were fraudulently increased out of the Government waste, others deteriorated from gardens into rice land, or fell out of cultivation, but the Government demand remained the same. The attempts of the Collectors to rectify these inequalities only caused increased complications; the Government revenue might be sacrificed by remissions, but after a few years things were again as before. The native officials were, moreover, suspected of profiting extensively by conniving at or perpetrating frauds. The necessity for a permanent Government demand, fairly distributed between estates according to their capabilities, and for a clear definition of boundaries, was generally admitted, and a survey of greater or less minuteness was more than once proposed by the local officers. No definite remedies were, however, sanctioned. In 1843 the Board of Revenue reviewed the whole of the correspondence, and stated that all previous settlements had been equally unsuccessful from the same causes—superficial inquiry—which had arisen from two radical defects in the revenue system—the absence of correct registers of land, and the defective nature of the accounts generally. The Board's proceedings on this occasion were considered by the Madras Government in 1847, but the latter were unwilling to pass any definite orders on the subject, on account of the difficulties which beset it. There appeared to them no doubt that the district, as a whole, was lightly assessed, but that accident, ignorance, and fraud made the assessment press unequally upon some individuals. Finally, a report was called for as to the expediency and cost of a survey.

7. An elaborate report was accordingly submitted in 1848 by the Collector, Mr. Blane. He pointed out that the principle of assessing, on the basis of averages of collections, estates which were only partially cultivated was false, and that the frauds had been so extensive that the assessment of lands lost, absorbed, and unaccounted for, was probably not less than six lakhs of Rupees; and he argued that a survey of the most complete and detailed description was the only remedy. He did not think that any doubts as to the permanency of previous settlements, or the popularity of a new survey, should be allowed to interfere with the execution of a measure so politic, just, and advantageous to both Government and the people themselves. Government should not, however, look to raising the assessment on existing cultivation, but should treat past abuses leniently, and trust for a return to the absence of such in future, and to the increased prosperity of the district which would be certain to follow a clear definition of all existing rights. The discussion of the question, including the method of dealing with various special cases under the proposed survey, was continued by Mr. Blane's successor, Mr. Maltby, but no definite steps have been taken up to the present time.

8. It will now be for Government to consider whether the Bombay Revenue Survey should be extended to North Canara. It is admitted that the existing settlement is unequal; that the records to show what lands it is paid upon are most imperfect: that Government consequently has suffered, and still suffers, extensively by the fraudulent appropriation of lapsed holdings and Government waste: that the uncertainties and difficulties attending taking up waste land interfere with the extension of cultivation: and that the general laxity and doubt as to tenure and assessment depreciate the value of property for mortgage and sale. The present Collector is of opinion that the introduction of the Bombay Survey is very desirable as a remedy for these acknowledged evils, and sees no reason for its being at all postponed. It would, however, be well, he thinks, to commence with the upper Taluqs, where there is the largest amount of waste, and opposition to a new measure is less likely to be excited than below the ghauts.

9. The staple product of the district is rice, which is grown as a rubbee crop as well as a khurreef: sooparee gardens and pepper are common: some of the poorer sorts of grain are grown on the hills: about 2,000 acres are planted with sugarcane: no cotton is grown except at Cadara, where Mr. Kleinknecht has a farm: and indigo and tobacco are not cultivated at all. No returns are kept of the areas appropriated to different crops, so that the proportions of each cannot be stated, but a general idea may be obtained by reference to the statement of exports (in Accompaniment No. 14).

10. The Jummabundy is effected annually by the Collector or his Assistant of the production of statements of cultivation, prepared by the Shanboguesor Village Accountants, and authenticated by the Mamlutdars. The remissions are large (about two lakhs, or 20 per cent. of the whole), and are to a great extent of recognised annual necessity. It is believed that the Jummabundy of all the Taluqs except Sircy will have been completed by the end of February, but the amount will not have been brought to account, and the collections will not be far advanced. There are six monthly instalments, beginning from December above the ghauts, and from January below them; but the people mostly pay in the lump after the Jummabundy, and readily, outstanding balances being rare except in the case of family disputes, and coercive measures for their recovery being seldom resorted to. The revenue is on the increase. The Cash Balances range as high as nine lakhs at some seasons, and would be readily taken up by merchants were Treasury drafts more easily procurable than in practice they are found to be. Further

details will be found in the Collector's Jummabundy Report for 1860-61, and the Statements of Demands, Collections, and Balances for that year, and for January 1862, &c. which are appended. (Accompaniment No. 7.)

11. The Revenue establishments will be found in detail in Accompaniment No. 8, but until a more accurate knowledge has been obtained of the work they have to perform, it would be premature to state whether they are excessive or the reverse. It may, however, be pointed out that if the Collector, who has now direct charge of three Taluqs, is merely to supervise, according to the Bombay system, another Assistant will be indispensable. There are no hereditary officers in either the Taluqs or the villages. All the village officers are stipendiaries, and are paid on abstracts—the Patels, or Moonegars, once in six months, and the Oogranees (village peons) and Shanbogues monthly. The Shanbogues have often the charge of from 10 to 20 villages, and sometimes collect Rs. 12,000 or Rs. 14,000. Their pay is about Rs. 5 or 6 per mensem, and that of the Oogranees under them Rs. 2 or 3.

12. There are about 24 principal forests preserved by the Forest Department, and they have been roughly estimated to contain 126,660 teak trees, 10,500 blackwood trees, and 77,000 junglewood trees (*i.e.* Mutti, Nundi, Jambay, Honi, Honal, &c.) all full grown, fit for immediate use, and accessible. The extent to which these forests have been worked, and what they yield, is shown in the following statement.

Forests.

Years.	Receipts.			Expenditure.			Balance—Profit.
	Above Ghauts.	Below Ghauts.	Total.	Above Ghauts.	Below Ghauts.	Total.	
	rs.	rs.	rs.	rs.	rs.	rs	rs.
1853-54	29,368	1,14,866	1,44,234	1,899	48,471	50,370	93,864
1854-55	12,913	64,990	77,903	3,075	34,017	37,092	40,811
1855-56	19,050	1,29,369	1,48,419	3,371	29,276	32,647	1,15,772
1856-57	7,242	1,52,016	1,59,258	3,614	40,875	44,489	1,14,769
1857-58	13,266	55,208	68,473	12,560	10,000	22,560	45,913
1858-59	59,756	35,561	95,325	24,956	8,305	33,261	62,064
1859-60	1,47,348	59,335	2,06,683	40,965	17,974	58,939	1,47,744
1860-61	1,75,715	77,377	2,53,092	55,822	23,484	79,307	1,73,785

The timber in hand on 30th April 1861 was estimated at Rupees 1,54,000, but at the present time, as the annual sales have not been completed, it amounts to probably not less than Rupees 3,00,000. The forests below the ghauts are, under ordinary circumstances, less productive than those above, but they were worked less than usual in 1857, 1858, and 1859.

13. The system is one of direct management, and was introduced in 1857, in supersession of one under which the trees were sold standing, in large lots, and removed at the cost and risk of the purchaser. Now, the Assistant Conservator and his subordinates visit the jungles and mark the trees, whether teak wood or jungle wood, which they decide on felling. They are then felled either by contract or by an extra establishment, and conveyed by contract to the nearest suitable place for sale. Timber required for the Bombay depôt is reserved, and the remainder sold by public auction. The contractor, who brings the trees down, usually gets a percentage on the sum they fetch. Timber and bamboos required by natives of the district for their own use are granted on their applying to the Forest Department through the Mamlutdars, and paying a certain seigneurage. Small quantities required for huts, agricultural purposes, &c., are given gratis. Planting, pruning, and girdling trees is all done by contract under the supervision of the Forest Department. Every application to bring waste land into cultivation is referred by the Revenue authorities to the Assistant Conservator, for report as to whether there are any objections on his part. He states that this causes him great labor, but that as his reports are necessarily based on those of ill-paid subordinates, they are often not to be depended on.

14. The Forest expenses are of three kinds—the fixed establishment, costing about Rupees 9,000 per annum (Accompaniment No. 8); the temporary establishment, costing about Rupees 3,000; and the expenses incurred in cutting, squaring, transporting, planting, and pruning, which came to Rupees 66,000 in 1860-61. A proposal for raising the fixed establishment to about Rupees 12,000 per annum has been for some time before the Madras Government, and will probably be one of the first questions on which this Government will have to decide. It is stated that the establishment has long been felt to be inadequate: that a first-rate Assistant at Hullial for the Goond and other forests is much needed: and that any increased charge on that account, and in improving the lower grades of the establishment, would be far more than covered by the profits of improved conservancy.

15. It will also be a question whether the new organization of the Forest Department in this Presidency, now being carried out, shall be extended to North Canara. Both the Collector and the Assistant Conservator expressed themselves in favor of its introduction, saying that it closely resembles their own system previous to the constitution of a separate Forest Department three years ago, and is preferable to the existing arrangement, which sets the Revenue and Forest authorities in antagonism.

16. A project for removing certain obstacles in the Kala Nuddee, with the view of making the export of jungle wood from its upper portions profitable, and of facilitating the floating of timber of all kinds, has been sanctioned by the Madras Government. The entire cost will be a lakh of Rupees, of which Rs. 6,000 have been sanctioned in the budget of the current year, and Rs. 10,000 more entered in that of 1862-63. Nothing has been actually done as yet. Should the project prove successful, it is in contemplation to adopt a similar one for the Gungawally River.

17. As the forests of North Canara yield such an important portion of its revenue, and forest management is, moreover, engaging special attention in this Presidency, I have appended (Accompaniment No. 9) some rather voluminous documents illustrative of the system in force.

18. The Abkaree arrangements are effected under Madras Regulation I. of 1820, Act XXXII of 1845, and some recent circulars copies of which are appended (Accompaniment No. 10). Each talooka is made a separate Farm, and the Farms are sold by auction for periods of five years. The last sale took place in July 1861, so that nothing will be required for above four years to come. The farmer is the sole authorised buyer of unfermented liquor, the shops and stills he may have are fixed, &c. much as in the Bombay system.

Abkaree.

19. The revenue from Stamps of all descriptions is about Rupees 66,000, of which a large portion is for stamps for Judicial purposes sold in the talooks of Honore, Coondapoor, and Sirey, where the increased value of land has greatly promoted litigation. The Stamp Department is worked according to a complete printed manual, of which a copy is appended (Accompaniment No. 11.)

Stamps.

20. The Income Tax produced about Rupees 18,000 last year, and the cost of establishment was about Rupees 1,670. The Mamlutdars were the Assessors. This year the yield is expected to be Rupees 25,000, but the establishment has been dispensed with. The assessments are for the most part being confirmed under Act XXI. of 1861. No difficulty is experienced in the collections. The standing orders of the Madras Government, and a memorandum on the way they have been carried out, form Accompaniment No. 12.

Income Tax.

21. The assessment and collection of the License Tax are being effected by the ordinary Revenue establishment at the same time as the Jummabundy. It is expected to produce about Rupees 12,000. For the standing orders on the subject *vide* Accompaniment No. 13.

License Tax.

22. There are five chief ports in the district, Koompta, Coondapoor, Sudashivghur, Tuddry, and Beitkul, and also eight subordinate ports. The amount of trade was as per margin in 1860-61. The principal articles were rice, the quantity of which was 357,105 Indian maunds, and cotton, which amounted to 626,100 Indian maunds. Arecanut, pepper, and sandalwood were the articles next in importance. The collections were Rupees 20,837 and the charges Rupees 6,672. For further details *vide* Accompaniment No. 14.

Sea Customs.

Imports.		Exports.		Total.
Merchandise.	Treasure.	Merchandise.	Treasure.	
Rs. 16,00,103	Rs. 27,64,003	Rs. 92,11,737	No. 151	Rs. 1,35,75,094

23. Land Customs are levied, under Act VI. of 1844 and a notification, dated 10th December 1860, at seven stations on the Goa Frontier. The extent of the trade and amount of duty are shown in the margin. It is said that the system is not satisfactory, and that the stations are too numerous. The question will probably come before Government at an early date in connection with the construction of the new Chokees, to be used jointly for Customs and Police purposes, which are entered in the Public Works Budget for the coming year (*vide* paragraph 38 of Joint Report). Further details under this head will be found in Accompaniment No. 14.

Land Customs.

Imports.		Exports.		Total.	
Value.	Duty.	Value.	Duty.	Value.	Duty.
Rs. 1,14,276	Rs. 63,725	Rs. 53,549	Rs. 10,820	Rs. 1,67,825	Rs. 64,554

24. Salt is manufactured at certain pans, the largest of which are at Saneekutty, Koompta, Beitkul, and Byndoor. The pans are private property, but the owners are bound to sell to Government alone what they manufacture. The amount which each may manufacture is usually prescribed annually by the Collector, after considering the stock in hand and average consumption; but lately the limit has been temporarily removed, as the stock in hand was considered too low. The salt when purchased is sold by Government servants at the pans and at certain inland depots. The rate has been Rupees 1-8 per Indian maund since July last. The Collector states that a good deal of illicitly manufactured salt finds its way into the market, that the wastage is considerable (11,175 Indian maunds in 1860-61), and that there is no way of effectually examining the balances in hand. It will be a question how the latter should be made over on the transfer of the Collectorate. The Collector also states that he knows no objection to the Customs and Salt Departments being placed under the Bombay Commissioner of Customs on the transfer, instead of under the Collector. For further details *vide* Accompaniment No. 14.

Salt.

25. The Ferries are not regulated by any Act, as in Bombay. About 20 are sold by auction annually to the highest bidders for the contracts, and three or four are under direct management. They produce about Rupees 6,000 per annum, but only about half of this sum is credited to the Local Fund for public works; the remainder accrues from a ferry on a line considered to be Imperial. There are now no tolls in North Canara, and the Collector thinks their introduction inexpedient. At one time tolls were levied on the Arbyle and Devimoury Ghauts on carts having wheels of a certain width, with the view of preventing the road being cut up, but after

Ferries, Tolls, Tunnels.

considerable correspondence they were abolished. The proceeds of the Cattle Pounds (Acts III, 1857; V, 1860; and XXII, 1861), after deducting charges, are carried to the Local District Conservancy Fund for public works.

26. No instructions have been received by the Collector regarding the paper Currency. There are no restrictions on the sale of opium. Licenses for Koomry cultivation are now very rarely given, and only for prescribed areas. Quit-rent is charged on some Government bungalows at Honore and Sirsy. There are detailed lists of the Pagoda and other allowances, which have all been turned into cash by the Mysore on British Governments, but no regular investigation of them has taken place.

Miscellaneous.

27. The Judicial establishments will be found in Accompaniment No. 8. There is no Assistant Judge. The Principal Sudder Ameen receives all Criminal cases in the first instance into his Criminal Court, and commits to the Judge those which he considers require his decision. The amount of Criminal work in the Collectorate in 1861 is shown in the margin. The operation of the new Codes will no doubt alter considerably its distribution between the several authorities. Translations of the Code of Criminal Procedure have not yet been received from Madras, and a good deal of confusion is said to have been caused in consequence. The extent of the Civil work in 1861 will be apparent from the summary in the margin. The Court of the Moonsiff at Coompta was abolished in August last, so that there are now only eight Moonsiffs, including the Moofty Sudder Ameen when sitting in the capacity of one. Copies of records are made by persons not in the Government service; all warrants for attachment and sale are executed by Batta Ameens; and all summonses, notices, &c., are served by Batta Peons. The collections on account of copies of records and batta are divided equally once a month between the persons employed. Further details regarding the Civil and Criminal work are given in Accompaniment No. 15.

Courts of Law.

Petty Offences.	Persons.
Dealt with by Village Police	621
Ditto. District Police	3,287
Ditto. Magistracy	116
Crimes and Misdemeanors.	
Dealt with by Magistracy	162
Ditto. Criminal Court	153
Ditto. Sessions Court	49

Courts.	Suits. Pending and Filed. Original Suits.	Suits. Pending and Filed. Appeals.	Suits. Disposed of. Decreed on Merits. Appealable.	Suits. Disposed of. Decreed on Merits. Not Appealable.	Suits. Disposed of. Otherwise disposed of.	Suits. Disposed of. Total.	Suits. Remained pending.	Executions of Decrees. Applications pending and received.	Executions of Decrees. Disposed of.	Executions of Decrees. Pending.	Miscellaneous Petitions. Pending and presented.	Miscellaneous Petitions. Disposed of.	Miscellaneous Petitions. Pending.
Civil Judge	2	169	148	.....	191	339	122	4	4	..	747	743	4
Principal Sudder Ameen	28	340	205	.....	14	219	149	26	21	5	1098	1089	9
Moofty ditto	60	.....	19	.....	11	30	30	242	176	66	529	524	5
9 Moonsiffs	14,746	.....	1803	992	1990	1845	9,901	3612	2775	837	3070	2793	177
Total	14,836	709	2235	992	2206	5433	10,202	3884	2976	908	5344	5149	195

28. There are 143 prisoners at Honore, of whom about 35 have been located in the new jail, which is unfinished, and the remainder are in the old one. The special Jail establishment is small (Accompaniment No. 8), and the prisoners are looked after chiefly by the Police, both in Jail and at labor. The Police guard, numbering 44 men, costs Rupees 264 per mensem, and is debited to the Judicial Department. Little or nothing is done in the way of handicrafts and manufactures, but the prisoners are employed in quarrying stone for, and in building, the new Jail. The whole Jail management is conducted in accordance with the standing Rules issued by the Madras Government, of which a copy is appended (Accompaniment No. 16).

Honore Jail.

29. The information regarding the Police is not so complete as might have been desired, owing to the European officers of the Department having been absent from the Collectorate at the time I visited it.

Police.

The general principles of the Madras constabulary are, however, well known, and have been published officially, and the only points for report are the number and cost of men employed. These are pretty nearly as shown in Accompaniment No. 8 epitomized in the margin. The establishment is considerably below the sanctioned strength.

	Superior Officers.		Inspectors.		General Police.		Village Police.		Contingencies, not.	Total.	
	No.	Cost.	No.	Cost.	No.	Cost.	No.	Cost.	Amount.	No.	Cost.
		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.
Sanctioned	2	12,000	16	13,452	1,052	92,082	700	26,250	23,294	1,770	1,67,078
Actual	1	3,000	13	12,192	856	65,811	296	11,172	25,000	1,166	1,14,175

It will be a question for Government to decide whether the Force shall be remodelled on the Bombay system. The local authorities generally state that there would be no difficulty in the measure, the effect of which would be to reduce the number of higher appointments, but to raise the pay of the body of the Force. Supposing the existing numbers to be taken as a basis, and the Village Police to be filled up as originally intended, the cost after re-organization would be about the same as at present.

30. There is a Civil Surgeon at Honore, and an Apothecary at Sirey, besides three Dressers, attached to the Jail, the Police, and the Collector's office, and a complete establishment for the Civil Dispensary at Honore. The Civil Surgeon is in charge of the Vaccination Department, and occasionally goes out to inspect the Vaccinators, of whom there is one in each Talooka. They receive from Rupees 7 to Rupees 10 per mensem, and are stated to be far from efficient. Only Christians will undertake the duty. The number of operations performed annually is from 4,500 to 6,500, and nearly all are stated to be successful, but the Collector doubts the trustworthiness of the returns.

Medical Department, Vaccination.

31. There is at present only one Government school in North Canara, the Talook school at Honore, which contains about 20 boys in the English Department and 40 in the Vernacular. The amount entered in the Budget is Rupees 1,140.

Education.

32. Maps of the villages of Alligudday and Beitkul are appended (Accompaniments Nos. 18 and 19), and detailed statements of the extent, assessment, and tenure of the lands are among the papers forming Accompaniment No. 17. The map and statement for the Village of Kopay, and the land along the beach as far as the Sudashivghur river, have unfortunately not yet been received from the Collector, who was unable to furnish them at the time of our visit: a rough map of Konay is, however, appended (Accompaniment No. 20). The particulars of the part of Beitkul to be taken up under Act VI of 1857, including certain small portions on which Government has claims of the nature referred to in paragraph 31 of the Report, are epitomized in the margin. The portion on which compensation still remains to be assessed will be not nearly so expensive as that already compensated for, as the latter contained a large proportion of the houses and most productive gardens. A sum of Rupees 15,000 has been provided in the Civil Budget for 1862-63 to meet

Land at Beitkul.

To be taken up.			Portion already taken.			Remaining to be taken.		
Area by old Survey.	Jummabundy.	Area.	Jummabundy.	Compensation awarded.		Area.	Jummabundy.	
A. C. A.	Rs. A. P.	A. C. A.	Rs. A. P.	Rs.		A. C. A.	Rs. A. P.	
64 35 10	118 8 8	5 13 14	19 0 1	4,738		59 6 0	99 12 0	

the entire charge on account of compensation. The whole of the land which will be required for the road along the shore between Beitkul and Alligudday is Government waste, with the exception of a small garden, which the Collector has bought up, and the portion across the front of Alligudday, which is private property and is understood to have been occupied by the Manchester Cotton Company. Its exact extent has not yet been marked out, but it will be about a chain in width, and will be compensated for at the same general rate as is adopted elsewhere. In Konay little land will be needed at first, but if the direct line across the fields from Sejwara to Konay be adopted, it will pass through part of Konay and of the portion of the lands belonging to Beitkul which is situated in the Baad Magany, and compensation will be necessary. As regards what is termed above "Government Waste," in which is included the hills on which sites will be required for Europeans, it has already been explained in paragraph 30 of the Report that the Madras Government has never recognized any private rights in the soil or of pasturage. It has, however, been usual to allow ryots the use of 100 yards of waste outside their lands for grass and manure, and to reject applications for leave to cultivate Government waste when grazing ground *absolutely* requisite for the village would be thereby trenched upon. Such privileges are, however, attached to the cultivated land, and when that is bought up, as in the present instance, the compensation includes them also.

33. It is desirable that the views of Government on the subject of doubtful lands, referred to in the Collector's letters of January 19th and 25th (vide Accompaniment No. 17) should be communicated to him as soon as possible.

(Signed) T. C. HOPE,
Private Secretary.

MEMORANDUM.

Each of the Authorities whose names or official designations are noted below is to understand that the following Copy or Extract of Resolution (together with any Papers that may be appended) is sent for his information, or for his information and guidance (as the case may be), and for the issue of such subsidiary orders as may appear necessary for giving effect to the views of Government.

No. 1,237 OF 1862.

Dated Bombay Castle, 27th March 1862.

REVENUE DEPARTMENT.

To

COLONEL H. B. TURNER,
T. C. HOPE, ESQ.,
THE REVENUE COMMISSIONER, S. D.,
W. A. GOLDFINCH, ESQ.,
THE REGISTRAR OF THE SUDDER ADALAT,
THE COMMISSIONER OF CUSTOMS, SALT AND OPIUM,
THE INSPECTOR GENERAL OF PRISONS,
THE CONSERVATOR OF FORESTS,
THE SUPERINTENDENT ELECTRIC TELEGRAPH,
THE PUBLIC WORKS DEPARTMENT OF THE SECRETARIAT,
THE DEPUTY AUDITOR AND ACCOUNTANT GENERAL,
THE CIVIL PAYMASTER.

*

With copies of the Report, accompanied by copies of the Maps and Appendices.

COPY of the Resolution passed by Government on the Report regarding North Canara by Colonel H. B. Turner, Acting Secretary to Government, Public Works Department, and Mr. T. C. Hope, Bombay Civil Service, Private Secretary to His Excellency the Governor, dated 1st March 1862.

1. The acknowledgments of the Government are due to Colonel Turner and Mr. Hope for their valuable report, copies of which should be forwarded to Messrs. Hart and Goldfinch.

2. His Excellency the Governor in Council concurs generally in the remarks and suggestions contained in this report.

3. Only on two points has His Excellency in Council at present any observations to offer.

4. It seems that in the allotments proposed the border of the Cove itself will soon become very crowded; Government would therefore at least remove to some distance the Travellers' Bungalow and the Executive Engineer's Office. There can be no good reason for constructing either so immediately upon the small space around the Cove.

5. The Governor in Council cannot also comprehend how the Government can summarily possess themselves of lands on hills, or plains, "without hesitation, as belonging to Government, in accordance with general decisions of the Madras Government," nor how "sites for Bungalows can at once be granted on any terms which Government think fit to prescribe." It may be that "there can be little doubt that lapsed holdings and Government waste have been fraudulently appropriated to a great extent at periods more or less remote;" but care must be taken that in their proceedings the Government are mindful of existing rights and tenures; and in the present instance His Excellency in Council would wish this important point to be thoroughly considered, and equitably and liberally disposed of.

6. With regard to the introduction of the Survey in North Canara, Government have no doubt that it will be found best to commence it in the Northern Pergunnahs: but the season is at hand when the out-door work of the Survey Establishments ends for the year, and before they again go out the Collector will have had time to institute full inquiries on all matters calling for the early attention of this Government.

7. The arrangement by which shops have been opened for the use of the workmen in places at a long distance from Bazars, mentioned in the 9th paragraph of Colonel Turner and Mr. Hope's letter, is, His Excellency in Council thinks, deserving of special notice and approval. The plan has long been adopted on the Bhore and Thull Ghauts, and is economical both in money and time.

8. It appears to His Excellency in Council that it would be advisable to sanction without delay the experiment suggested in paragraph 26 for keeping the course of the Kalleenuddee to the north of Cormaghur Island; if successful, and effected at a moderate outlay, Government will have obtained their object, whilst on the other hand if it be unsuccessful, the Government need not regret the expenditure, as it will prove that they *must* incur the risks which always accompany the interference with currents produced by the construction of break-waters and piers.

9. The Collector will be able to advise the terms to be given to those allowed to continue in temporary possession at Beitkul, as proposed in the 34th paragraph. A month's notice seems to His Excellency in Council rather too short.

10. Paragraph 36 should be communicated to the Electric Telegraph and Public Works Departments.

11. Orders on Mr. Fisher's letter dated 19th January, referred to in paragraph 33 of Appendix B. have been already passed, and separate orders will be issued on the other letter dated the 25th idem.

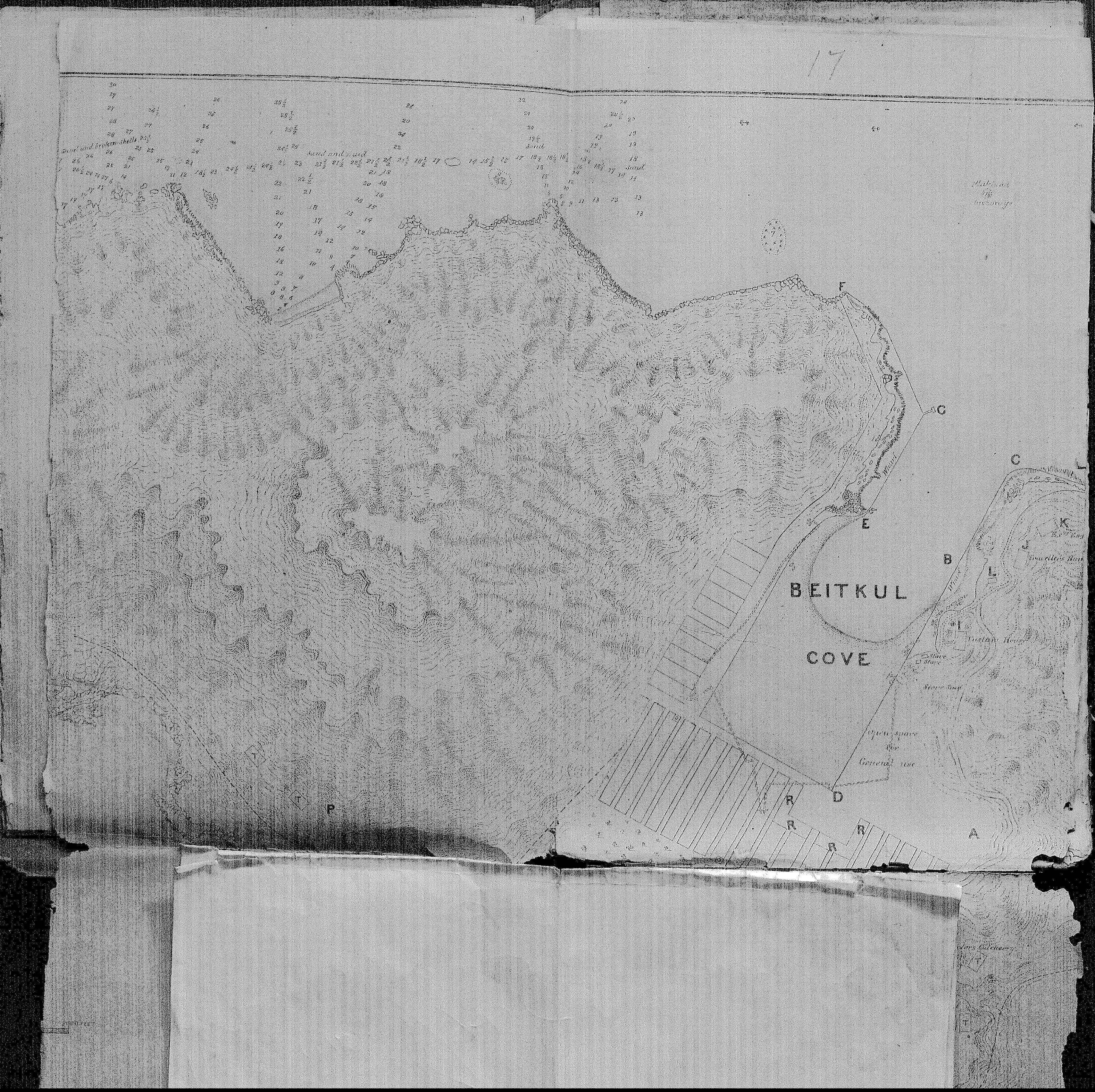
(Signed) A. D. ROBERTSON,
Acting Chief Secretary to Government.

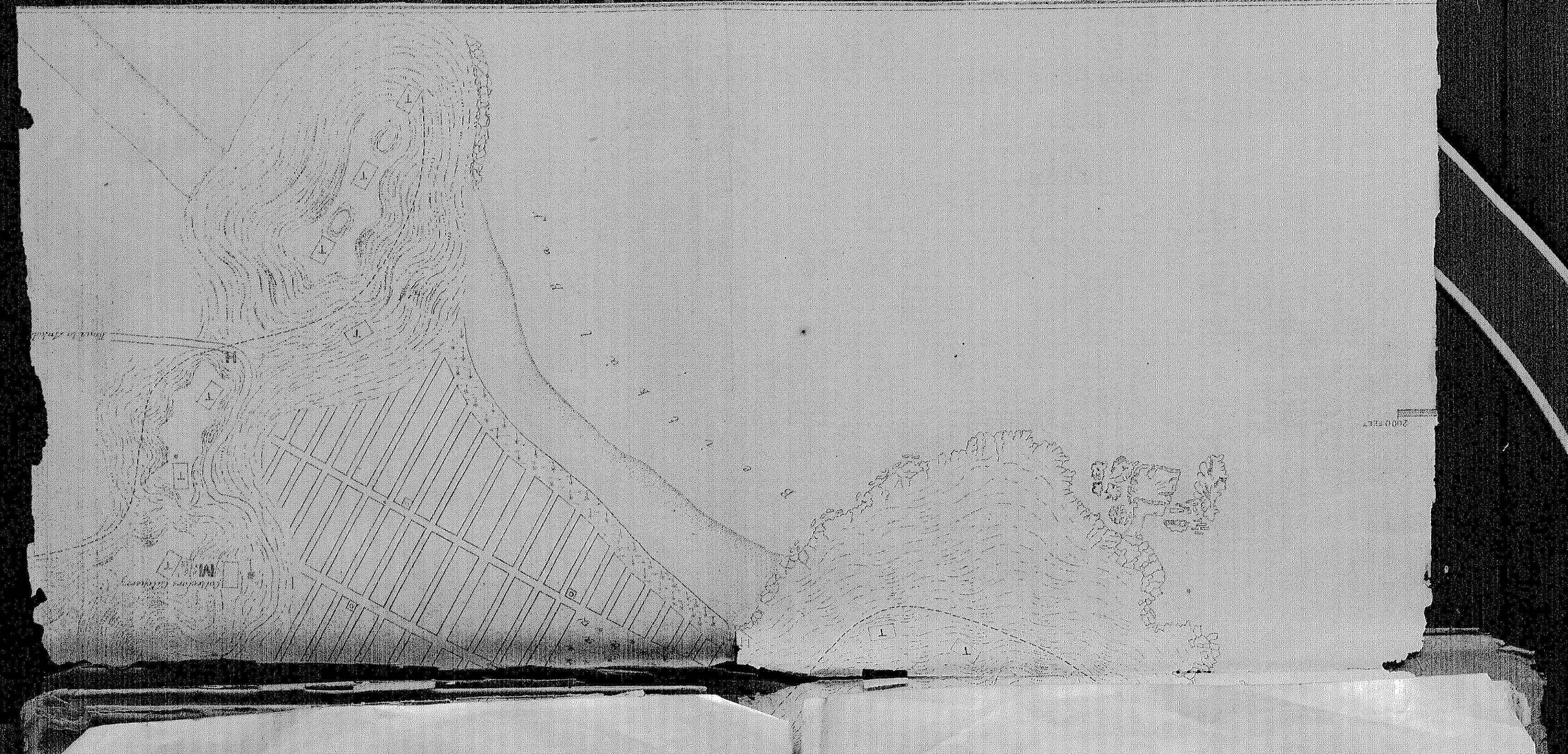
No. 890. ORDER THEREON, 29th April 1862, No. 915.

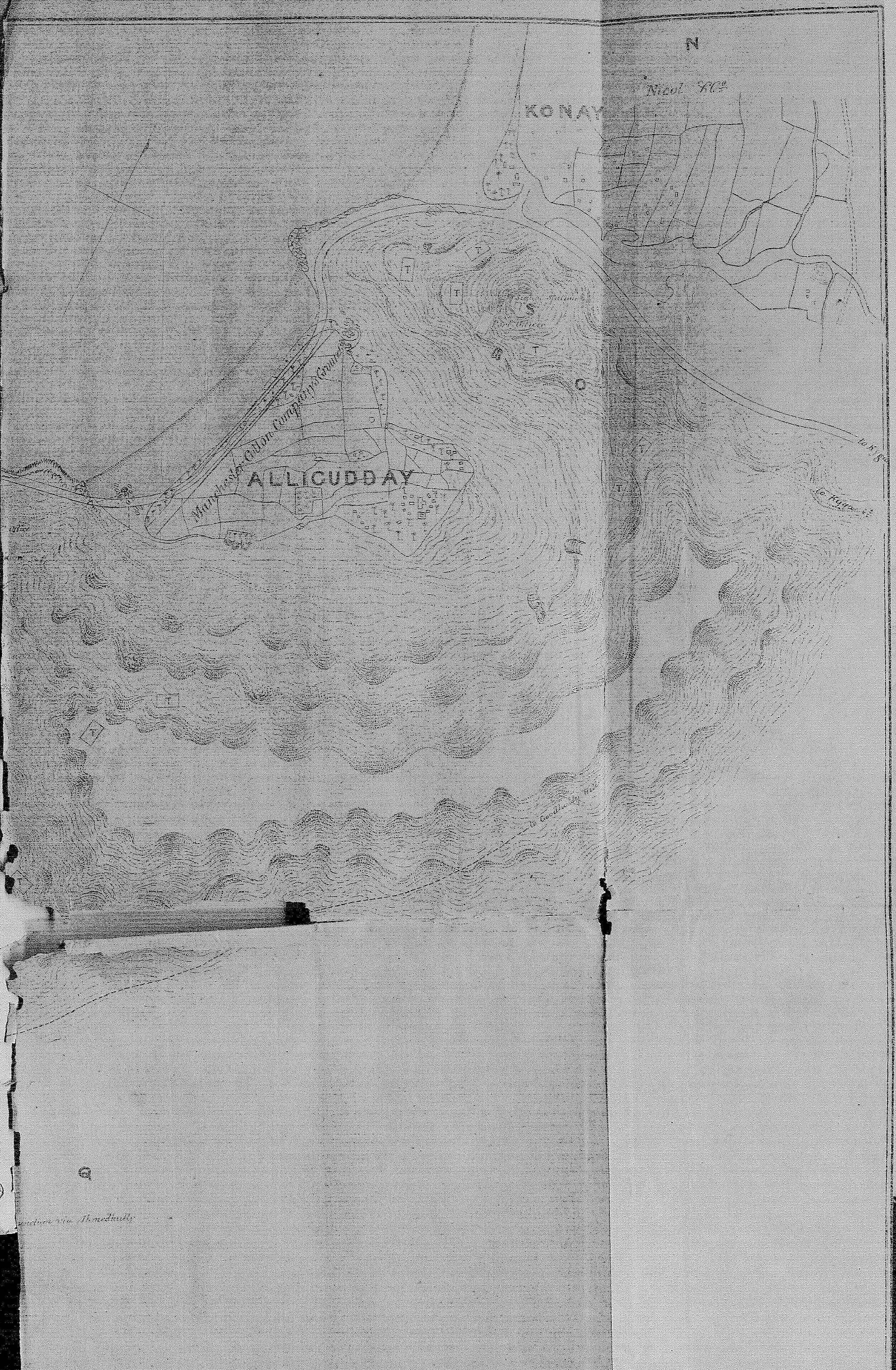
1. Communicated to the Public and Public Works Departments.

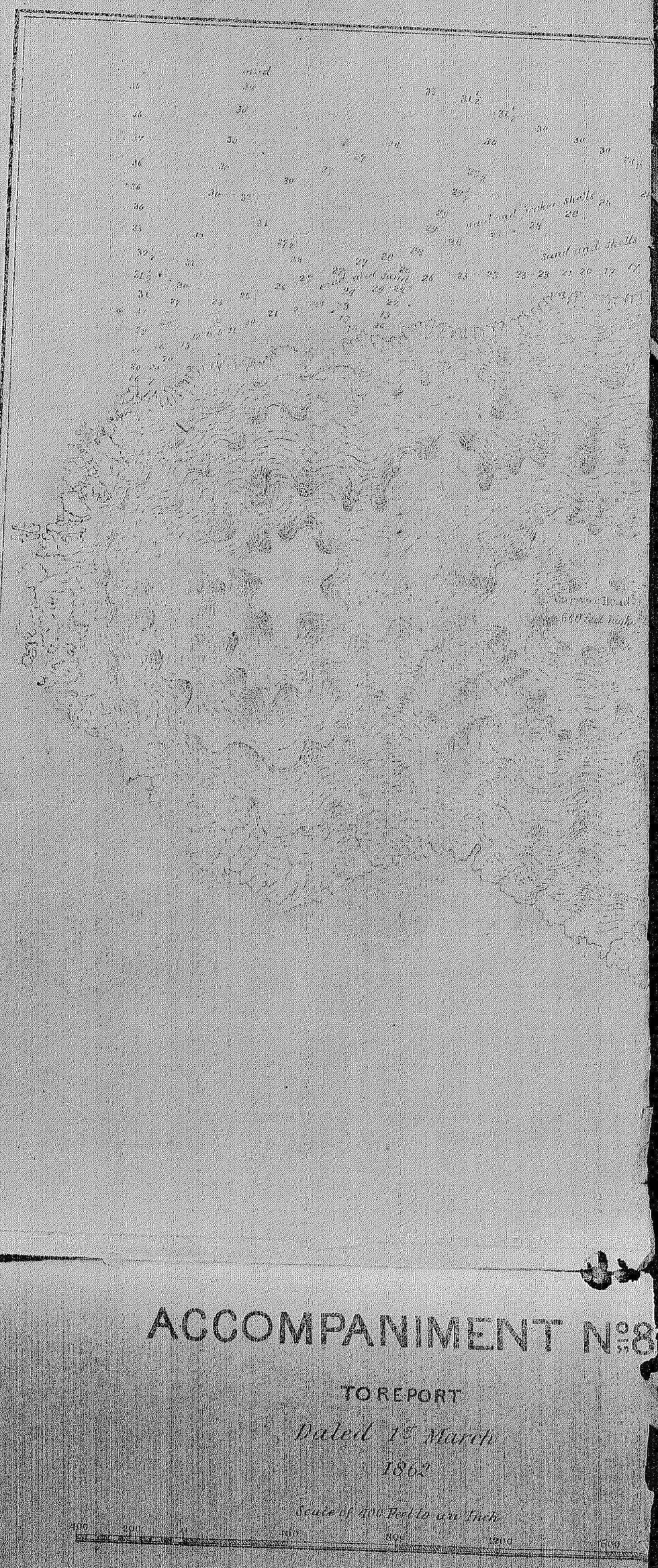
2. A copy of paragraph 31 of the report and of paragraphs 1 to 26 of Appendix B. will be communicated to the Board of Revenue.

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


BEITKUL
COVE
F
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N
Nicol &Co
KONAY
ALLICUDDAY
Manchester Cotton Company's Ground
to Kyg
to Kyg



ACCOMPANIMENT No. 8

TO REPORT

Dated 1st March

1862

18

18

GOA BELGAUM

DHARWAR

KANARA

74 30 75 75 30 76

15 14 30 14

Main traffic lines shewing
or ex. Progress
Main dak-post roads open
for carts excepting
from Pallapoor to Sirsy
Coast road open for carts
from Honawar to
Coompta & from Mur-
deshwar to Byndoor
Minor dak-post roads passable
for carts in dry weather
Proposed
Proposed Railroad between Sirsy

Pallapoor
Dharwar
Kumlapoor
Neerlegee
Hurrindape
Ballehal
Sumnurchul
Sirsy
Bagawally
Kirwally
Manchally
Mooreegoode
Yellapoor
Hurgoe
Arlaphoordah
Kaggeeroor
Pallah
Mundgode
Bankapoor
Adoor
Beckanoor
Yellapoor
Kaggal
Hegeeroo
Meedsal
Hoonagoond
Kurnadsee
Sirkanhalli
Mangalo
Honawar
Hallal
To Harpenhally and Bellary
Kode
Hagaeroo
Hurreyhurr
To Bangalore
Chakeeroor
Massoor
Mullaur
Nulla Honawar
Shikarpoor
Sorab
Bilghy
Naddapoor
Bankapoor
Hurrore
Coppeta
Banlegee
Ankola
Gocarn
Bedadhully
Sedashegur
Bellary
Hoobly
Dharwar
Kumlapoor
Neerlegee
Hurrindape
Ballehal
Sumnurchul
Sirsy
Bagawally
Kirwally
Manchally
Mooreegoode
Yellapoor
Hurgoe
Arlaphoordah
Kaggeeroor
Pallah
Mundgode
Bankapoor
Adoor
Beckanoor
Yellapoor
Kaggal
Hegeeroo
Meedsal
Hoonagoond
Kurnadsee
Sirkanhalli
Mangalo
Honawar
Hallal
To Harpenhally and Bellary
Kode
Hagaeroo
Hurreyhurr
To Bangalore
Chakeeroor
Massoor
Mullaur
Nulla Honawar
Shikarpoor
Sorab
Bilghy
Naddapoor
Bankapoor
Hurrore
Coppeta
Banlegee
Ankola
Gocarn
Bedadhully
Sedashegur
Bellary
Hoobly
Dharwar

ACCOMPANIMENT N° 9

TO REPORT

Dated 1st March 1862.

Scale 8 Miles to an Inch.

8 4 0 8 16 Miles

Copied & Lith. in the Office of Chief Engr at the Pres.y

Bombay 17th March 1862. by R.B.

Moordeshwar
Beevalley
Bhatkal
Byndoor
Coondapoor
Kur Manjeshwar
Cottapoor
Jedcul
Hurrihul
Siddapoor
Yedakee
Wurdoor
Curwar
Hullaudee
Sagur
Kikaree
Harrihully
Arlapoor
Coormee
Marrishida
Wurnur
Karkarmoorida
Tongree
Sheriaga
Beenkypoor
Teerthully
Mundagidda
Mangerwally
Nagoor
Bedroor
Seeldor
Jedcul
Yedakee
Wurdoor
Curwar
Beenkypoor and Bungalore
Rivers

74° 74° 30' 75° 75° 30' 76°

MEMORANDUM.

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No. 1237 OF 1862.

Dated Bombay Castle, 27th March 1862.

REVENUE DEPARTMENT.

COLONEL H. B. TURNER,
T. C. HOPE, Esq.,
THE REVENUE COMMISSIONER, S. D.,
W. A. GOLDFINCH, Esq.,
THE REGISTRAR OF THE SUDDER ADALUT,
THE COMMISSIONER OF CUSTOMS, SALT, AND OPIUM,
THE INSPECTOR GENERAL OF PRISONS,
THE CONSERVATOR OF FORESTS,
THE SUPERINTENDENT ELECTRIC TELEGRAPH,
THE PUBLIC WORKS DEPARTMENT OF THE SECRETARIAT,
THE DEPUTY AUDITOR AND ACCOUNTANT GENERAL,
THE CIVIL PAY MASTER.

With copies of the Report, accompanied by copies of the Maps and Appendices.

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11. Orders on Mr. Fisher's letter dated 19th January, referred to in paragraph 33 of Appendix B, have been already passed, and separate orders will be issued on the other letter dated the 25th Idem.

(Signed) A. D. Robertson
Acting Chief Secretary to Government.

No. 91
Communicated to the
Collector Public Works Dept.
A Copy of Para
31 of the report and of
Paras 1 to 26 of Appendix
B with the Com-
munication Board of Revenue
No 61
J. J.

Fort St George
29th April 1863

No. 1273 Sept 1862.
Revenue Department.

To
J. D. Sim, Esquire,
Secretary to the Government of Fort
St George.

Sir,

I am directed by His Excellency the Governor in Council to forward herewith for the information of the Government of Madras the enclosed copy of the report on North Canara dated 15th March 1862, submitted by Colonel Turner and Mr. Hope together with a copy of the Resolution of this Government passed thereon.

I have the honor to be,
Sir,
Your most obedient Servant
(illegible)
Acting Chief Secretary to Govt.

Bombay Castle,
7th April 1863.

Copy
Sent

R 14th February 1862 No 305
306.
14 March —— 233
234

Rev. 1862 Defaulters
Pris: of Govt for esprid.
No 1012.

From the Chief Secty to
the Govt of Bombay.

Dated 1st Augt
Received 3rd Augt 1862.

No 127.

Forwarding Copy
of the Report on Roads
Examined and Surveyed
by Col Tennant and
the Note, Letter
& Copy of the Resolute
of the Bombay Govt
thereon.

No 389 & 390.

No 615. 29 Augt
With an Order

Pg Appeals Bill