No. 18. Read the following Endorsement of the Secretary to Government, Public Works Department, dated Fort St. George, 18th February 1873 :—

Read the following letter from Lieutenant-Colonel J. F. FISCHER, R.E., District Engineer, Godavery, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 12th February 1873, No. 834.

I HAVE the honour to acknowledge receipt of G. O. of the 3rd February 1873, No. 360, sanctioning the entertainment of Captain Barber and a part of his Crew for the Upper Godavery Works for Coal explorations. But in the event of these works being transferred to us in the ensuing official year, it has occurred to me that some other very useful measures might be carried out at once for the benefit of the district and its revenue; and the first of these which I would beg to recommend for the consideration of the Government is the establishing of a salt depôt at Doomagudiem for the sale of this article at that place, instead of at Cocanada.

2. At present the Brinjaries come to the coast at certain seasons of the year to buy the salt and convey it on pack bullocks to the Nizam's dominions and the Central Provinces: the cost of transport by such means is about the most expensive which can be adopted, and greatly enhances the price of this article of general consumption in the interior. Whilst employed in the Central Provinces I could never find that the cost of transport by bandies was less than 6 Annas a ton a mile, and this agreed with Colonel Haig's observations. If we allow anything for the circumstance that bandies cannot move in these districts for one-third of the year for want of ordinary roads, the cost to the country cannot be less than 8 Annas a ton a mile: as Brinjaries can only work for about half the year at such times as they can obtain food and water for their cattle, and they have to provide at least one-third the number more of animals to move a ton with than is required by bandies, we cannot take the cost of transport by these means at less than 12 Annas a ton a mile; and this is allowing nothing for the loss of time in transit or for the loss of life in such journeys.

3. By carrying the salt up to Doomagudiem and selling it there we should save these people a journey of some 400 miles to and from the coast at a probable cost of about 2 Annas a ton a mile, and so reduce the price of this article by 10 Annas a ton for every mile of carriage, which is upwards of 500 per cent.

4. Such a reduction in the price of an article of such universal use as salt cannot but lead to an immense increase of demand and increase of manufacture by which the revenue will greatly benefit. No very great outlay is required to effect this object: we have an establishment about to be transferred to us, and we have the means of transport at hand to be utilized for the purpose. There is an existing demand for this trade, and had the steamers not been so suddenly stopped, there is no doubt the trade, at least in this one article, would have been fairly started to the great benefit of the revenue; but the confidence of the Native mercantile community in the promises of the Government has been much shaken by the sudden withdrawal of all means of access to the interior, and I need hardly say

that in such matters this is a most serious thing to people who have to earn their daily bread and no fixed salary to look to.

5. I believe we can re-establish confidence, and at the same time carry out a very useful measure for the benefit of Government. I am not now advocating the opening of the river up to any of its more difficult and distant parts. No one can doubt, who has ever been up the river, that it is perfectly navigable in its natural state during the freshes to Doomagudiem by steamers. Ordinary boats now traffic on it much farther up, and the marvel is how any one at all acquainted with ordinary engineering could have doubted the capacity of the river affording means of most excellent navigation. By adopting these means of communications for reducing the cost of an article of such universal demand by some 500 per cent., there can be very little doubt we shall greatly increase its consumption, and so benefit the salt-revenue. As we obtain access to the markets of the interior all kinds of garden-produce which the delta, with its abundant water-supply, can raise at most moderate rates, and which are in great demand up there, will be finding their way up; this would benefit the land and water revenue, and secure the returns to Government in far less time than it is expected these will be realized at present; and if there is any chance of our being able to procure Coal from these parts, the more we become acquainted with the river the more likely are we to be able to turn this knowledge to some useful account, and so carry out the wishes of Government.

6. I beg [illegible] propose I be allowed to put the Upper Godavery Plant into thorough work[illegible] for the next season, to give due notice about the running of the steamers from the 1st July next, and to collect firewood for their use at all the proper stations; it will be necessary also to advertise, through the Government of India, to the Central Province Government that a salt depôt is about to be opened at Doomagudiem, and due notice of this might also be conveyed to the Government of His Highness the Nizam; these are all the measures which appear to require attention at present, and if approved of by Government I trust I may be allowed to proceed at once in the matter, as we have very little time before us with so sparse a population to get every thing ready to re-open the navigation by steam.

Referred to the Revenue Department.

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government, P.W.D.

No. 19. Order thereon, 4th March 1873, No. 250.

Separate Revenue, No. 3.
Salt.

Colonel Fischer should be informed that the establishment of a salt depôt by Government is out of the question; but that every encouragement should

be afforded to private traders to send their own salt up the river by the steamers or in boats towed by them. Special steamers may be run for the purpose if sufficiently paying cargoes are provided by the merchants.

(True Extract.)

(Signed) D. F. CARMICHAEL,
Secretary to Government.

To the Public Works Department.
„ the Board of Revenue.

Exd. F. R. Bantleman.

No 834

District Engineer's Office
Dowlaisweram 12th Feby 58

To

Lieut.t Col.l P.W. Fischer RE
District Engineer Godavery

Colonel G.L. Walker RE
Secretary to Government PWD
Madras

Sir

I have the honor to acknowledge receipt of G.O. of the 3d. February 58
No 30 P.W. intimating the entertainment of
Captain Barber and a part of his crew
for the Upper Godavery Works for Coal
Explorations, but in the event of these
works being transferred to us in the
ensuing official year, it has occurred
to me, that some other very useful mea-
sures might be carried out at once
for the benefit of the District and Its

Revenue

Government and D. the first of these which I would beg to recommend for the consideration of the Government, is the establishing of a salt D.pôt. at Doo-
=magundum for the sale of this article at that place, instead of at Cocanadah

2. At present the Brinjaries come to the Coast at certain seasons of the year to buy the salt and D convey it on packed bullocks to the Nizam's Dominions and D the Central Provinces: the cost of transport by such means is about the most expensive which can be adopted, and greatly enhances the price of this article of general consumption in the interior; whilst employed in the Central Provinces, I could never find that the cost of transport by bandies

was

was less than 6 annas a ton a mile and D this agreed with Colonel Haig's observations, if we allow any thing for the circumstance that bandies cannot move in these Districts for 1/3 of the year, for want of D.inary roads, the cost to the Country cannot be less than 8 annas a ton a mile, as Brinjaries can only work for about 1/2 the year at such times as they can obtain food and D water for their Cattle, and D they have to provide at least 1/3 the number more of animals to move a ton with, than is required by bandies, we cannot take the cost . . . of transport by these means at less than 12 annas a ton a mile, and D this is allowing nothing for the loss of time in transit, or for the loss of life in such journeys -

By carrying the salt up to

3.

Doomagudem

Damaged during scanning

[illegible] the road and thence [illegible] journey
of some 400 miles to and from the coast,
at a probable cost of about 2 annas
a ton a mile, and so reduce the price
of this article by 10 annas a ton for
every mile of carriage, which is upwards
of 500 per cent.

4. Such a reduction in the price
of an article of such universal use as
salt cannot but lead to an immense
increase of demand and increase
of [illegible] by which the revenue
will greatly benefit; no very great
outlay is required to effect this object,
We have an Establishment about to be
transferred to us, and we have the
means of transport at hand to be
utilized

utilized for the purpose, there is an
existing demand for this trade, and
had the Steamers not been so suddenly
stopped, there is no doubt the trade,
at least in this one article, would have
been early started to the great benefit
of the revenue, but the confidence of the
Native Mercantile Community in the
provisions of the Government have been
much shaken by the sudden to its demand
of all means of access to the interior.
and I need hardly say that in such
matters, this is a most serious thing
to people who have to earn their daily
bread and do not exceed salary to look to.

5. I believe we can re-establish
confidence and at the same time carry
out a very useful measure for the benefit
of Government. I am not now advocating
the

the opening of the river up to any
of its more difficult and distant
parts no one can doubt, who has ever
been up the river, that it is perfectly
navigable in its natural state during
the freshes to Doomaundiem by steamers.
Ordinary boats now traffic on it much
further up, and the mass of the people
are at all acquainted with ordinary
engineering could have doubled the
capacity of the river affording means
of most excellent Navigation: by adopting
these means of communications for reducing
the cost of an article of such universal
demand by some 500 per cent there
can be very little doubt we shall
greatly increase its consumption, and
so benefit the Salt Revenue: as we
obtain

obtain access to the Markets of the
interior; all kinds of garden produce
which the Delta, with its abundant
water supply, can raise at moderate
= derate rates, and which are in great
demand up there, will be finding their
way up, this would benefit the land
and water Revenue, and secure the
returns to Government in far less
time than it is expected these will be
realized at present, and if there is
any chance of our being able to procure
Coal from these parts, the more we
become acquainted with the river the
more likely are we to be able to turn this
knowledge to some useful account and to
carry out the wishes of Government
P.S. I beg them to propose I be
allowed to put the Upper Godaery
Plant

5

13a

the Navigation by Steam.

I have the honor to be
Sir
Your most Obedt Servt
W. T. Thuillier Lieut. Colo
Director Engineer Dept

I want into thorough working order for the next season, to give due notice about the running of the Steamers from the 1st July next, and to collect firewood for their use at all the proper stations: it will be necessary also to advertize thro the Government of India the Central Provinces Government that a sale Depôt is about to be opened at Doomazudeen and due notice of this might also be conveyed to the Government of His Highness the Nizam: these are all the measures which appear to require attention at present, and if approved of by Govt. I trust I may be allowed to proceed at once in the matter as we have very little time before us with so sparse a population to get every thing ready to re-open the

No. 250. 4 March /73

Docket from D.P.W. d/ 2, referring to his desp. letter from Lt Col. Fischer × Dt Engr, Godavari d/ 12th idem No. 834.

For orders

We used to have Inland ... in Canara, but all ... kind of action on the part ... has long been deliberately ...d.

... the same time, when the ... are sending up a Steamer ... our own account, there ... no objection, as observed by ... letter, to its carrying Salt ...es, or to its tugging ... of Salt laden boats, ... payment.

D.F.
25/2/73

19th Feby

My dear Carmichael

I am under the impression that common native Boats are unable to make their way up against the current of the Godavery from the commencement of the freshes in June for about six months after that time. But it may be that they can creep up after three months. At any rate it would ...

...ded to press traders to ... their own salt up the river by the ... steamers, or in boats towed by them ... Steamers may be ... for the purpose, if ... tugging expenses are provided by the merchants.

R.S.E.

On 3rd February /73 Revenue 1873. Dispatch

From The District Engineer Godavary

No. 18-19

To The Secretary to Government D.P.W. Madras

Dated 12th February 1873. Received 21st ... 834

Subject: Recommends that ...

Refer to the Revenue Department.

... Secretary to Govt.

18th February 1873

No 250. 4: March/73

Docket from D.P.W. 17a
d/28/2, referring to his dispo
letter from Dt Col. Fischer 18
x Dt Engr, Godavari d/12th idem
No 634.

For order

We used to have Inland
depots on Canara, but all
this kind of action on the part
of Govt has long been deliberately
dropped.

At the same time, when the
D.P.W. are sending up a Steamer
or Steamers on their own account, there
can be no objection, as thereby
Col. Walker, to its carrying Salt
as cargo, or to its tugging a
flotilla of Salt laden boats,
whom payment.

DJ
20/2/73

No 18-19

Respd to No
Revenue Department.

Secretary to Govt
Madras

Fort St George
18th February 1873

Recommended that this be sent
to the Public Engineer, Godavery District
being transferred to the Revenue
a draft Proclamation may be
Published at Dowlaishweram
Dd 25th Novr 1872
Dfoss D

Rfoss D
7/2 Bdl 13 R228:24

that the minute
record of our Meeting
with each Engineer
taken the 21st inst
of the Public Works
upon the Rivers there
can hardly be any
question for more
than one Steamer
trip each week in the Season
to all the Plants
which require
more by land than
brought down
by Steamers once
a Steamer is made
to keep in with a fresh
tide steam to Speak
of. There will not
be the slightest ob

send them now
Steamers, or in Boats towed by them.
Steam Steamers may be J. D.S.
run for the present, if req.

No 250. 4. March/73

Docket from D.P.W. 17a
d/8/2, referring to this dept
letter from Dt Col. Fischer 12
x Dt Engr, Godavari d/12th idem
No 634.

For order

We used to have Inland
depots in Canara, but all
this kind of action on the part
of Govt has long been deliberately
dropped -

+ Please see also
Col Walker's letter
time, answering certain
queries -
No 250

G-O-

I would in force
Col Fischer that
the attachment
of a Salt Depôt
by pte is not of
the Question - but
that every encour-
agement should be
afforded to Private traders to
send their own craft up the rivers by the
Steamers, or in boats towed by them -
Hired steamers may be sent for the pur-
pose, if necessary, but specially forging barges are provided by the Govt -

20/2/73

No 18-1/9

Referred to
Revenue Department

Secretary to Govt
Sub Land Depts
18th February 1873

Recommended that in the event
of the Madras Government
being consulted on the subject
a draft of Parliament may be
drawn up authorising the
Collector of Commercial
Salt Revenue
Dh 25th Feby

Referred

72) Bk 13 R 28: 96

"jection to her trav-
"ing as comprised
"as much Salt or
"other Goods as the
"can - if consis-
"ent with the
"I should be very
"sad if the Govt
"can see their way
"to, because that
"custom should pass
"out of the Sov-
"ereign by one of
"the Rivers, Steamers
"being maintained
"for public and
"private purposes -
Mrs Scrivener
to Women Walker

Proceedings of the Madras Government, Revenue Department,
4th March 1873.

No. 20. Read the following letter from the Postmaster-General, to the Secretary to Government, Revenue Department, Fort St. George, dated Madras, 24th February 1873, No. 10,219-2,767 :—

WITH reference to the order of the Government noted in the margin I have the honour to request that Government will be pleased to issue orders for the District Post Offices in the Madras and Tanjore Districts being placed under the Imperial Post.

No. 503, dated 23rd March 1872.

No. 21. ORDER THEREON, 4th March 1873, No. 251.

Miscellaneous.

REFERRED to the Board of Revenue for their remarks. The Postmaster-General apparently alludes to the Chingleput District and not Madras.

(True Extract.)

(Signed) D. F. CARMICHAEL,
Secretary to Government.

To the Board of Revenue.
,, the Postmaster-General.

Exd. F. R. Bantleman.