M.R.O. 1—20,002—12-8-65.

(1) Number of Pages 30

(2) Date of repair 8. 6. 1966

(3) Initials of the Referencer

MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No. / B.P. No.	159	Press / ~~Mis.~~
Dated	4. 2	1964.

Not to be folded or roughly handled

Proceedings of the Madras Government Revenue Department,
4th February 1874

Read the following:—

No. 30. Proceedings of the Board of Revenue, dated 25th June 1873, No. 1,105:—

Read the following letter from O. B. IRVINE, Esq., Acting Collector of Chingleput, to J GROSE, Esq., Secretary to the Board of Revenue, dated Sydapet, 26th May 1873, No. 206:—

WITH reference to paragraph 2 of the Board's Proceedings, dated 26th August 1872, No. 1,695, I have the honour to forward copy of a letter and its enclosures from the Salt Deputy Collector, dated 16th instant, No. 304.

2. From these it will be seen that, beyond remedying the boat leakage, it is too late for the Boat Contractor to carry out this year the other suggestions as regards flooring and covering the boats, though he could be specially remunerated for them.

3. The Deputy Collector, however, estimates the cost of fitting up a boat in the manner directed by the Board at Rupees 148, or Rupees 17,760 for 120 boats, and if this is sanctioned arrangements will be made for carrying out the wishes of the Board from next year. The proposed outlay does not seem to me large in comparison with the enormous saving which would, doubtless, be effected by improving the boats and securing the salt with tarpaulin coverings.

4. I think with the Deputy Collector that a larger Police force will always be required, and I request orders upon this point also.

ENCLOSURE No. 1.

From D. V. NARASINGA ROW, Deputy Collector in charge of the Salt Department, to O. B. IRVINE, Esq., Acting Collector of Chingleput, dated Madras, 16th May 1873, No. 304.

WITH reference to your endorsement of the 12th September 1872, No. 948, on the Proceedings of the Board of Revenue, dated 26th August 1872, No. 1,695, I have the honour to inform you that, in reference to the 2nd paragraph of the Proceedings above referred to, I wrote to the Boat Contractor, Mr. Rozario, to let me know what he would charge for flooring the boats with planks so as to allow space for the water draining from the salt itself to lie without injuring the salt, and for covering them with tarpaulins so as to protect the salt in transit from the places of manufacture to the Cotaur at Madras; but I regret to say he has not afforded me a candid reply to my inquiry, so he does not seem to be willing to undertake the work; copies of his two letters on the subject are enclosed for your perusal. I would have sent a reply on this subject long before this, but was unwilling to do so before I had obtained more experience regarding the navigation of the canal and the mode of conveyance of salt to Madras. I have now come to the conclusion that the boats must be floored either with planks or bamboos and mats, and every boat laden with salt should be well covered and tied with ropes, like goods in the railway trucks; for I believe that by the present system of conveying salt in open boats from a distance of 12 to 21 miles, sailing at the rate of a mile an hour when the wind is contrary, and two miles when favourable, without a sufficient number of Constables to guard the salt, gives room for smuggling all along the canal. At present, when from one to ten boats of salt are despatched to Madras from the several divisions, one Constable only accompanies them. The boats sail at high tide, but are retarded in their progress and detained at different localities at low tide, so that the salt is not sufficiently protected in its transit. Moreover, a boat leaving any division never reaches Madras before three or four days, sometimes even a longer period; consequently I am of opinion that a large quantity of salt is stolen by the villagers along the canal. To prevent this, and to

protect the salt from being damaged in the boats, I recommended that every boat should be well covered as already approved by the Board, and that at least one Constable for two boats be supplied and held responsible for its safe conveyance to Madras.

2. For covering 100 boats Mr. Rozario states that 2,000 Rupees will be sufficient. I learn from Mr. Elwin, the Railway Manager, that a tarpaulin of 40 × 20 feet will cost about 40 Rupees, and three tarpaulins of such dimensions required for each boat, the cost of covering 120 boats will amount to 14,400 Rupees; sixty rings for fastening the ropes of each boat will cost 7½ Rupees, amounting to 900 Rupees; and bamboos and ropes for each boat will cost 20½ Rupees, amounting to 2,460 Rupees as per accompanying estimate, making a grand total of Rupees 17,760. If you obtain the sanction of Government for this amount I shall provide the Contractor with the materials, and have the salt brought to the Cotaur as safe as possible. The tarpaulins I intend to provide are quite new ones, and will last perhaps for four years. Rejected and unserviceable tarpaulins sold by the Railway Company can be had for 10 Rupees each, but they will be of no use. Mr. Rozario's estimate, I presume, refers to tarpaulins of the above description. Mr. Rozario's contract will be over with this year, and any improvement to be introduced can be included in the contract bond for future years. There is no account kept of the value of salt lost or damaged in the boats. If the accounts were kept I dare say that the sum would prove enormous.

3. On one occasion I showed to your predecessor, Mr. Barlow, at the Madras Cotaur the salt damaged in eighty boats by the sudden fall of rain, one-fourth of the quantity or 1½ garce of salt was dissolved and the remainder was damaged. At that rate, the loss of salt in eighty boats must have been some 30,000 Rupees.

4. I beg the Superintendent of Police will be requested to supply one Constable for every two boats of salt in its transit from the manufacturing divisions to the Cotaur. If the present number of the Police Constables sanctioned will not admit of his doing so, I beg you will, in communication with that officer, obtain the sanction of Government for the requisite number.

Enclosures Nos. 2 and 3.—Copies of letters from the Boat Contractor, Mr Rozario.

Enclosure No. 4.—Estimate.

It appears that there is no reasonable doubt that the saving to be effected by the use of properly floored and covered boats only is very large, but the present Contractor appears to possess neither the will nor the means to provide such boats.

2. The information both as to the actual number of boats required and the number of guards is not sufficiently definite.

3. It appears probable that it would be more economical in the end to provide boats properly fitted than to spend 18,000 Rupees on the boats belonging to a Contractor; the current contract expires with the year, and the Board would be glad to know what terms will in all probability be obtained from the new Contractor.

4. The use of a floor for the boats either of planks or split bamboos the Board regard as necessary, and the loads of salt should be covered with tarpaulin as carefully as trucks are on the railway. The boats during the transport season should be inspected weekly by the Deputy Collector.

5. More information is also required as to the requirements for guarding and escorting the salt, and the Board resolve to request the Inspector-General to report through the Collector, and in communication with him, what modifications of the existing system recommend themselves to him.

No. 31. Proceedings of the Board of Revenue, dated 8th December 1873, No. 2,499 :—

Read again Board's Proceedings, dated 25th June 1873, No. 1,105.

Read also the following letter from R. W. BARLOW, Esq., Acting Collector of the Chingleput District, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Sydapet, 3rd November 1873, No. 509 :—

I HAVE the honour to report on paragraph 5 of the Board's Proceedings, No. 1,105, dated the 25th June last, and to forward copy of a letter, No. 58, dated the 3rd September last, received from the Inspector-General of Police, as well as the correspondence noted in the margin from the Salt Deputy Collector, whose opinion was also called for.

No. 454, dated 14th July 1873, with enclosures (nine).
No. 668, dated 26th September 1873.

2. The Deputy Collector recommended an addition to the Salt Police Force to the extent of 149 temporary Constables, *i. e.*, 82 men to guard and 67 to escort, the whole Salt Force being supervised by three Inspectors on Rupees 120, 100, and 85, respectively, who are to be a permanent establishment. The Inspector-General, after consulting with the Superintendent of Police, objects (*vide* paragraph 2) to augmenting the temporary establishment to such an extent, and his reasons are co[illegible]. He gives the present and proposed Police Force as under :—

Present Force.		*Proposed Force.*	
Permanent.	1 Chief Constable.	Permanent.	1 Inspector, Rupees 115.
	34 Head do.		2 do. ,, 60 each
	253 Constables		1 European Chief Constable.
Temporary.	4 Head Constables.		34 Head Constables.
	26 Constables.		353 Constables.
		Temporary...	50 do.

The Deputy Collector is satisfied with these proposals, and I think that with this force we ought to guard and escort our salt satisfactorily. The additional supervising agency is very necessary; the want of Inspectors has been a weak point in our salt administration hitherto.

3. Enclosure A shows the present hutting accommodation for the Police, and what will be required in addition, should these proposals be carried out. The charge for the latter, if decided on, can be met from the budget savings of 1874-75.

4. As regards paragraph 3 of the same Proceedings, I have the honour to forward a plan* and estimate for a salt-boat, and copies of the correspondence noted in the margin from the Salt Deputy Collector. It seems that a boat of the size required, properly planked, cannot be made much under Rupees 900, and, as 250 boats are required in the season to be in use at one time on the Northern Canal alone, this would entail the large expenditure of Rupees 2,25,000. The deceased Mr. D'Rozario's contract virtually expired with this salt season though it nominally

* Sent separately.

No. 506, dated 30th July 1873.
,, 642, ,, 12th September 1873.

runs on till 31st March 1874, and I think that if conditions regarding covering and flooring, similar to those framed by the Salt Deputy in his No. 506, are inserted in the next boat contract, it will be sufficient, and a preferable course to laying out such a large sum for boats as that shown above. At the close of his No. 624 the Salt Deputy Collector suggests one of the decked salt-boats in use in the Godavery being tried here experimentally; but he gives no details as to price or whether they would suit our canals. Such boats would doubtless be very expensive and could not be introduced generally for a long time, though an experiment might be tried, if the Board deem it advisable, but I think the boats in use, if properly covered and boarded below, ought to answer all purposes and would be cheaper.

ENCLOSURE No. 1.

From Lieutenant-Colonel W. S. DREVER, Acting Inspector-General of Police, to R. W. BARLOW, Esq., Acting Collector of the Chingleput District, dated Coimbatore, 3rd September 1873, No. 58-C.

WITH reference to your letter, No. 177, of the 25th July, and its enclosures, herewith returned, on the subject of Police guards in your district over salt, I have the honour to make the following remarks. It is quite evident that present establishments are insufficient and inefficient; there is, in fact, want of both strength and competent supervision. The only question, then, is what the numerical increase should be.

2. The Deputy Collector proposes three Inspectors and 149 men, the latter to be employed for about five months in the year only.

The existing establishment is—

1 Chief Constable	}	Permanent.
34 Head Constables		
253 Constables		
4 Head Constables	}	Temporary.
26 Constables		

Much difficulty is even now experienced in obtaining the small number of temporary guards already sanctioned, and the Superintendent, Major Cunliffe, an officer of considerable local experience, is of opinion that it would be quite impossible to enlist 180 for a limited time during the agricultural season. His alternative proposal is a permanent increase of 100 men to the District Force, with permission to entertain as many temporary hands up to fifty during the salt-manufacturing season as may be found possible.

3. Considering the great interests at stake, and the large area of salt-producing ground to be watched (which has for some years been gradually expanding), I do not think Major Cunliffes' estimate excessive. If the salt is not properly guarded we know it will be stolen, and it is quite clear that the returns now show but an infinitesimal fraction of the quantity so lost to Government; with Police sentries at intervals of half a mile or more, and no sufficient margin in the original allotment for sickness, leave, or other contingency, it is obvious that 253 men cannot furnish 130 wide-awake watchmen day and night for any lengthened period, in addition to guarding boats, etc., in transit; yet this is what is now supposed to be done by the existing establishment, and to have been done for years.

4. With economy in distributing the sentries and properly-secured boats for the carriage of the salt I should think that the cost of the proposed extra establishment would be more than covered in a short period by the increased sales and diminished losses which must result from the preventive service being placed on an efficient footing.

5. The permanent supervising establishment would be—

1 3rd-Class Inspector.
2 5th ,, do.
1 European Chief Constable.
34 Head Constables.
353 Constables, furnishing 165 Watchmen and the Boat Guards, exclusive of the fifty mento be temporarily employed during the season.

I enclose a list of the places where additional accommodation must be provided for the men, etc., should these arrangements be approved of.

(True Copy.)

(Signed) R. W. BARLOW,
Acting Collector.

ENCLOSURE No. 2.

Distribution of Huts and Station-houses.

	Now available.		Required.	
	Station-house.	Huts.	Station-house.	Huts.
Home's Gardens	...	...	...	...
Vayalore	...	8	1	6
Kalangee	...	6	1	...
Vulloor	1	17	...	3
Vichoor	...	8	1	...
Attiput	...	14	1	6
Pooloodivauk	...	13	1	7
Ennore Depôt	...	6	1	...
Madras do.	1	20	...	...
Kattoopully	...	10	1	...
Ennore	...	8 thatched	1	8 new in lieu.
Kattoor	....	12	1	3
Semunjery	...	6	1	6
Covelong	1	11	...	4
Kalumbaukum	1	4	...	6
Cheyoor	1	16	...	8
Chunampett	1	...	...	...
Total...	...	...	10	57

One Inspector's house at Ennore.
One do. boat at Covelong.
Several ferryboats in pans.

COIMBATORE,
3rd September 1873.

(Signed) W. S. DREVER, Lieut.-Colonel,
Acting Inspector-General of Police.

(True Copy.)

(Signed) R. W. BARLOW,
Acting Collector.

ENCLOSURE No. 3.

From D. V. NARASINGA ROW, Deputy Collector, in charge of Salt, to R. W. BARLOW, Esq., Acting Collector of the Chingleput District, dated Madras, 14th July 1873, No. 454.

I HAVE the honour to bring to your notice that there are five salt-manufacturing divisions on the Northern Canal, viz., Vulloor, Attiput, Pooloodivauk, Vayalore, and Kattoor. These divisions are all connected and lie within thirteen miles distance from the first to the last. In

the south there are Covelong and Vadasamenjary Pans, at a distance of six miles from one another, and the Cheyoor Pans are within a distance of sixty miles of Madras and forty miles of Covelong. In this district the salt scraped from the beds is left for some days on the ridges of the pans and then conveyed and heaped all along the banks of the boat canals, to a distance of from three to nine miles in each division, to be conveyed to Madras, whereas in the Northern Districts the salt daily scraped from the beds is immediately taken to the Government Platform. In this district the salt lies over, for about five months, on the open ground to a distance of about ten square miles, and 166 Police Constables are employed to watch the whole manufacture (amounting to about 24 or 30 lakhs of Rupees' worth of salt), the Head or Deputy Constables, from 12 to 20 Rupees salary, at each division being held responsible for the safe keeping of the manufacture. There is a Chief Constable, of 30 Rupees salary, employed to inspect all the salt works in the north as well as the *guards at the Abkári Distillery and the Madras Cotaur*. This officer runs three or four times along the canal during the month, from one end of the works to the other, and stays here and there for a day or two, so that much good cannot be expected from this supervision.

2. The Covelong, Vadasamenjary, and Cheyoor Pans are situated in a scattered manner, as may be seen by the sketches marked G, H, and I, and eighty Constables are employed to watch them, but there is not even a Chief Constable to look after the guards.

3. I now beg to submit the sketches of all the divisions, marked A, B, C, D, E, F, G, H, and I, showing roughly the area occupied by each set of pans and the distance of the present sentry-huts from one another, marked red, and the proposed ones for the use of the additional men required, marked yellow.

4. You will find from the margin the number of Police Constables posted at each division. These men are hardly sufficient to watch the pans, for from the sketches may be seen the distance the two sentry Constables of each hut have to watch, and there are no sentries stationed at the centre of the pans. If, therefore, thieves should once manage to get into the pans during the dark nights it would be difficult to find out by what way they get out. According to my estimate, while eighty-two men are still required in addition to the present number of Police to guard our pans more carefully, out of the present number of Constables several men are taken off frequently from the guards to escort the salt in boats from each division to Madras, and some do not attend to their duties on account of ill-health, and so on. Moreover, one Constable is appointed to accompany ten loaded salt-boats, and two Constables are allowed for more than ten boats up to twenty, consequently there is a loss of time, as each boat cannot leave as it is laden but must wait till the prescribed number are ready to start. These boats never reach Madras before three or four days after they leave each division for want of sufficient water in the canal and from adverse wind, and, the salt being brought in open boats, it is to be believed that large quantities are smuggled from them in transit. From the state of the guards at the pans I am inclined to think that large quantities of salt are smuggled at the pans also. I cannot state the quantity thus smuggled as I have been in charge of the pans for a short period. From the reports we have received during the past years it would seem that salt thefts were very small, but from my experience I have no confidence in those reports, for when several hundred maunds of salt are stolen it is usual to report that a maund or two has been lost. Although stringent orders have been issued the salt servants do not go early in the morning to examine the beds and heaps to find whether any salt is lost, and, by the time they go out to work, it becomes too hot to patrol all the pans, and the manufacturers, who must have smuggled salt during the nights, manage to show, by letting fresh water into the beds, that no salt has been lost. I have directed the servants to attend more regularly to this in future. The Police Constables, of course, hush up the matters for fear that they will be punished if frequent reports are made about the salt thefts. Under

Vulloor	41
Attiput	39
Poolicodivauk	22
Vayalore	43
Kattoor	21
Total...	166

these circumstances, and for the better protection of our salt, I recommend that eighty-two men for guarding and forty for the northern pans, and twenty-one for Covelong and Vadasemenjery, and six for Cheyoor for escorting salt from the manufacturing divisions to the sale depôts, be sanctioned for about five months during the manufacturing season in every year. I further recommend that one respectable Inspector on a salary of 120 Rupees be in charge of the northern pans, and one on 100 Rupees for the two southern pans, and one 4th-Class Inspector for the Cheyoor Pans and Chunampett (in South Arcot), be appointed to look after the guarding of the manufacture and the spontaneous salt produced in the two latter divisions. The manufacture at Cheyoor is small, but there are several large extensive swamps whence spontaneous salt evaporates which is smuggled, so that the sales at these pans during the last two years have fallen as shown in the margin, which are chiefly owing to the large thefts committed.

	MAUNDS.
Fasli 1280	88,198
,, 128	57,890
,, 1282	46,295

5. While there is a railway and other facilities for carrying out salt into the interior at a cheaper rate than in other districts, it will be observed from the quantity disposed of for the last nine years, shown in the subjoined statement, that the sales are not so flourishing as they ought to be, but have rather fallen off since the last three years, which I consider is partly owing to want of better guarding. I have been thinking for some time to put up large lanterns, from twelve to twenty-six, at each set of pans, to intimidate thieves from entering them. The cost of oil, etc., would be small, and, if you approve of the plan, I shall submit an estimate for the same. These lanterns will have to be used only during the dark nights :—

Faslis.	Home and Inland Sales.	Exportation.	Total.
	MAUNDS.	MAUNDS.	MAUNDS.
1274 ...	12,68,729	1,87,399	14,56,128
1275 ...	13,39,282	7,46,830	20,86,112
1276 ...	14,43,713	2,08,343	16,52,056
1277 ...	13,76,672	87,908	14,64,580
1278 ...	14,38,044	3,07,050	17,45,094
1279 ...	14,35,703	3,24,850	17,60,553
1280 ...	13,69,866	2,48,420	16,18,286
1281 ...	13,08,635	2,31,052	15,39,687
1282 ...	12,66,415	2,96,388	15,62,803

6. The salt accounts of this district do not show the actual quantity of salt sold to the town of Madras and other places, the figures entered in the reports being more from guess. If I were able correctly to ascertain the quantity sold within Madras and its suburbs it would assist materially in enabling me to find out what quantity of salt is actually smuggled from the boats in transit from the various divisions to the Salt Cotaur and make the necessary arrangements to check it. I have written to the firms of Messrs. Arbuthnot and Co. and Cammiade and Co. to furnish me with lists showing the quantity of salt they export to different places ; but the latter firm are not regular in forwarding the information, and I beg you will address them on the subject. I have given stringent orders to the Superintendents of the Madras and Home's Garden Cotaurs to keep a regular account of this in future according to Rule XXXIII. of the Salt Manual.

(True Copy.)

(Signed) R. W. BARLOW,
Acting Collector.

Enclosures in No. 3.—Nine Sketches of Salt-pans.

ENCLOSURE No. 4.

From the same Officer, dated Covelong, 26th September 1873, No. 668.

WITH reference to your letter of the 23rd instant, No. 1,234, giving cover to that of the Inspector-General of the 3rd idem, No. 58, I have the honour to state that in the Ganjam and Vizagapatam Districts the Police guards for watching the manufacture of salt are generally employed as a temporary measure, and at the close of each manufacturing season their services are dispensed with ; but in this district I understand that these Policemen have been permanently posted.

2. With reference to the practice of the Northern Districts, I have suggested a temporary increase to be made to the present strength of the Police establishment for five months. As the Superintendent, Major Cunliffe, is of opinion that it would be impossible to enlist 180 for a limited time we have no other alternative than to accede to the proposal made by him, and concurred in by the Inspector-General, as to the permanent increase of 100 men to the present force, entertaining at the same time as many temporary hands as may be found possible up to fifty during the manufacturing season.

3. As the Superintendent agreed to my proposal with regard to the number of men required in addition to the present force I think I have nothing more to say on the subject.

4. The original letter and its enclosures, together with rough sketches, are returned herewith.

5. The cost of constructing huts and station-houses required for the Inspectors and the Constables can be met out of the savings of the budget grant for the year 1874-75.

(True Copy.)

(Signed) R. W. BARLOW,
Acting Collector.

ENCLOSURES Nos. 5 and 6.—Plan and Estimate for Salt Boat.

ENCLOSURE No. 7.

From the same Officer, dated Cheyoor, 30th July 1873, No. 506.

WITH reference to your letter of the 24th instant, No. 839, and to paragraph 3 of the Proceedings of the Board of Revenue of the 25th ultimo, No. 1,105, I have the honour to state that 250 boats will be required to convey salt from the northern pans alone to the Madras Cotaur. Their cost will amount to 1,50,000 Rupees, at an average Rupees 600 each boat, exclusive of the additional establishment for manning the boats and covering them with tarpaulins. I do not, therefore, consider it to be more economical in the end to provide boats at the Government expense.

2. The contract expires with the current year, and the terms to be inserted in addition to those in existence should be as follows :—

(1.) All the boats should be floored with planks so as to leave space for the water draining from the salt itself to lie without injuring the salt and covered with tarpaulins, as carefully as trucks are on the Railway, to protect the salt in transit from the places of manufacture to the Cotaur at Madras.

(2.) All the salt from the pans should be conveyed and delivered at the Madras Cotaur before the 30th September, in default of which a penalty of Rupees 20 per day should be levied upon the contractor.

3. The present contractor has not got boats of his own, but employs boats appertaining to other persons, and pays them a certain amount for each trip, according to distance. It is,

therefore, necessary that extra charge for flooring with planks and covering the boats with tarpaulins be paid to the future contractors in addition to the present rates.

4. Since writing my letter of the 16th May last, No. 304, I am inclined to think that spreading split bamboos in boats will not at all answer our purpose.

(True Copy.)

(Signed) R. W. BARLOW,
Acting Collector.

Enclosure No. 8.

From the same Officer, dated Madras, 12th September 1873, No. 642.

With reference to your letter of the 6th ultimo, No. 930, I have the honour to submit a plan and an estimate for constructing a thirty-ton cargo-boat at a cost of Rupees 755.

2. In my letter of the 30th July last, No. 506, I made a rough estimate, including flooring, at Rupees 600, but on looking into the detailed accounts my estimated cost has risen to 755 Rupees. In the estimate 4½ squares of flooring with teak-wood rafters, etc., have been provided at Rupees 170, but the flooring can be made with deal-wood at a lower rate, but cannot last long. I am, therefore, of opinion that, as shown in the estimate, teak-wood flooring will answer our purpose better. In addition to the above charge we shall have to spend 148 Rupees on account of the purchase of tarpaulins for covering the salt. The aggregate cost for a boat will be Rupees 903.

3. In Godavery boats with decks are made use of for conveying cargo. These boats will be conveniently substituted for the open ones now in our use. I beg, therefore, to recommend that one boat of twenty-two tons, to convey five garces of salt, may be obtained as a model from the Godavery District for use in the Cochrane's Canal of this district. This method of conveyance will not only put down smuggling during transit, as the salt will have to be secured under lock and key in covered boats, but also the salt will be carefully secured from being damaged by the rain, and it may be taken into store direct from the boats without being unladen. This process will save the expense for unlading and drying salt, and be very convenient for the manufacturer as well as to Government.

(True Copy.)

(Signed) R. W. BARLOW,
Acting Collector.

In this letter the Acting Collector of Chingleput replies to Board's Proceedings, dated 25th June 1873, No. 1,105, calling for information as to the cost of providing better boats for the transport of salt from the pans to the Madras Cotaurs and also as to the necessity of increasing the strength of the Police guards. The opinion of the Inspector-General of Police was also requested on the latter point.

2. It is stated that 250 boats would be required for use on the Northern Canal alone, and each boat properly floored and provided with a tarpaulin cover would cost 900 Rupees. The outlay for providing boats the property of Government would, therefore, be enormous, and the boats would be idle for a great portion of the year. The Board quite concur with the Collector that it would not be economical to undertake the transport of salt departmentally.

3. The present contract expires in March next, and, in order to enable fresh contractors to make the requisite preparations, it is necessary that arrangements for the new contracts should be made at once. The Board are of opinion that the contract should be for five years, and that it should be stipulated that every boat should be floored at a specified height from the bottom so as to admit of free drainage of the salt, and provided with a well and sufficient means for pumping or baling out the drainage water during the transit; and should also be either decked or furnished with an efficient tarpaulin covering, or a moveable wooden roof, which would be more durable and would admit of the load being better secured from being tampered with; also, as suggested, that the transport of the salt should be completed before the end of September. The Collector is requested to submit, for approval of the Board, without delay a draft Notification calling for tenders on these terms, inserting such other stipulations as may seem necessary.

4. The Board are not aware whether the contract for the transport of salt from the southern pans is separately disposed of. Similar arrangements should be made regarding it, and the Collector will report on the subject.

5. As regards the guarding of the pans and of the salt in transit, the Inspector-General proposes to increase the permanent force by three Inspectors and 100 Constables, making a total force of 391 men, and to enrol fifty temporary Constables during the season of manufacture. The cost of the increase is not stated. In addition to the pay of the men, which will be about Rupees 935,* there will be the cost of ten station-houses and fifty-seven huts, besides quarters for the Inspector and several boats. The Deputy Collector proposed a temporary addition to the force in the manufacturing season, but the Police Officers state that considerable difficulty is experienced in enlisting the temporary Constables now employed, and that it would be quite impossible to enlist for temporary service the large number of additional men required. The Board request the Inspector-General to inform them what will be the cost of the additional men, and the Collector will state roughly for what sum the buildings required may be constructed.

	Rs.
3 Inspectors	
100 Constables, at 7 Rupees each ...	235
	700
Total...	935

6. The increase in strength is apparently large, but the Collector and his Deputy, as well as the Inspector-General and Superintendent of Police, all concur as to its necessity, and the Board are satisfied that it is not too great. It is difficult to estimate losses which accrue from defective preventive service, but, when the Board reflect that hitherto the salt guards of the northern pans in the Chingleput District have had no better special supervision than that of a Chief Constable, they are astonished that matters have gone on so well as they have. The proposed Inspectors are undoubtedly required, and the Board are convinced that the cost of the additional establishment of salt guards will be more than recouped by benefit to the revenue. Lieutenant-Colonel Drever's scale provides for the requirements of the whole district. It will not be necessary to entertain the additional men until the commencement of the next manufacturing season.

7. The Board resolve to submit the papers to Government with their strong recommendation that the proposals of the Inspector-General be approved and sanctioned.

No. 32. ORDER THEREON, 4th February 1874, No. 159.

Separate Revenue, No. 2.
Salt.

THE Government await the report of the Inspector-General of Police as to the cost of the additional guards proposed to be employed. That officer will also be requested to state how the services of the large number of men, who will have no work in the Salt Department for several months in the year, can be utilized.

(True Extract.)

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

To the Board of Revenue
„ the Inspector General of Police.

Exd. W. H. French.

Fort St. George Gazette, 1874

Govt. of {1874} Madras.

REVENUE.

To

THE BOARD OF REVENUE,

&c., &c., &c.

Dated February 4th.

Read

Ext.

G. O., 4th February 1874, No. 159.

FEBRUARY.

Nos. 30—32.

Police Guards.—Awaiting report of Inspector-General regarding the cost of the additional — proposed to be employed on the salt-pans in Chingleput District, and desiring information with reference to certain point connected with the subject.

1/2/159

No. 1,105.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 25th June 1873.

Read the following letter from O. B. IRVINE, Esq., Acting Collector of Chingleput, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Sydapet, 26th May 1873, No. 206:—

WITH reference to paragraph 2 of the Board's Proceedings, dated 26th August 1872, No. 1,695, I have the honour to forward copy of a letter and its enclosures from the Salt Deputy Collector, dated 16th instant, No. 304.

2. From these it will be seen that, beyond remedying the boat leakage, it is too late for the Boat Contractor to carry out this year the other suggestions as regards flooring and covering the boats, though he could be specially remunerated for them.

3. The Deputy Collector, however, estimates the cost of fitting up a boat in the manner directed by the Board at Rupees 148, or Rupees 17,760 for 120 boats, and if this is sanctioned arrangements will be made for carrying out the wishes of the Board from next year. The proposed outlay does not seem to me large in comparison with the enormous saving which would, doubtless, be effected by improving the boats and securing the salt with tarpaulin coverings.

4. I think with the Deputy Collector that a larger Police force will always be required, and I request orders upon this point also.

ENCLOSURE NO. 1.

From D. V. NARASINGA ROW, Deputy Collector in charge of the Salt Department, to O. B. IRVINE, Esq., Acting Collector of Chingleput, dated Madras, 16th May 1873, No. 304.

WITH reference to your endorsement of the 12th September 1872, No. 948, on the Proceedings of the Board of Revenue, dated 26th August 1872, No. 1,695, I have the honour to inform you that, in reference to the 2nd paragraph of the Proceedings above referred to, I wrote to the Boat Contractor, Mr. Rozario, to let me know what he would charge for flooring the boats with planks so as to allow space for the water draining from the salt itself to lie without injuring the salt, and for covering them with tarpaulins so as to protect the salt in transit from the places of manufacture to the Cotaur at Madras; but I regret to say he has not afforded me a candid reply to my inquiry, so he does not seem to be willing to undertake the work; copies of his two letters on the subject are enclosed for your perusal. I would have sent a reply on this subject long before this, but was unwilling to do so before I had obtained more experience regarding the navigation of the canal and the mode of conveyance of salt to Madras. I have now come to the conclusion that the boats must be floored either with planks or bamboos and mats, and every boat laden with salt should be well covered and tied with ropes, like goods in the Railway trucks; for I believe that by the present system of conveying salt in open boats from a distance of 12 to 21 miles, sailing at the rate of a mile an hour when the wind is contrary, and two miles when favourable, without a sufficient number of Constables to guard the salt gives room for smuggling all along the canal. At present, when from one to ten boats of salt are despatched to Madras from the several divisions, one Constable only accompanies them. The boats sail at high tide,

but are retarded in their progress and detained at different localities at low tide, so that the salt is not sufficiently protected in its transit. Moreover, a boat leaving any division never reaches Madras before three or four days, sometimes even a longer period; consequently I am of opinion that a large quantity of salt is stolen by the villagers along the canal. To prevent this, and to protect the salt from being damaged in the boats, I recommended that every boat should be well covered as already approved by the Board, and that at least one Constable for two boats be supplied and held responsible for its safe conveyance to Madras.

2. For covering 100 boats Mr. Rozario states that 2,000 Rupees will be sufficient. I learn from Mr. Elwin, the Railway Manager, that a tarpaulin of 40×20 feet will cost about 40 Rupees, and three tarpaulins of such dimensions required for each boat, the cost of covering 120 boats will amount to 14,400 Rupees; 60 rings for fastening the ropes of each boat will cost 7½ Rupees, amounting to 900 Rupees; and bamboos and ropes for each boat will cost 20½ Rupees, amounting to 2,460 Rupees as per accompanying estimate, making a grand total of Rupees 17,760. If you obtain the sanction of Government for this amount I shall provide the Contractor with the materials, and have the salt brought to the Cotaur as safe as possible. The tarpaulins I intend to provide are quite new ones, and will last perhaps for four years. Rejected and unserviceable tarpaulins sold by the Railway Company can be had for 10 Rupees each, but they will be of no use. Mr. Rozario's estimate, I presume, refers to tarpaulins of the above description. Mr. Rozario's contract will be over with this year, and any improvement to be introduced can be included in the contract bond for future years. There is no account kept of the value of salt lost or damaged in the boats. If the accounts were kept I dare say that the sum would prove enormous.

3. On one occasion I showed to your predecessor, Mr. Barlow, at the Madras Cotaur the salt damaged in eighty boats by the sudden fall of rain, one-fourth of the quantity or 1½ garce of salt was dissolved and the remainder was damaged. At that rate, the loss of salt in eighty boats must have been some 30,000 Rupees.

4. I beg the Superintendent of Police will be requested to supply one Constable for every two boats of salt in its transit from the manufacturing divisions to the Cotaur. If the present number of the Police Constables sanctioned will not admit of his doing so I beg you will, in communication with that officer, obtain the sanction of Government for the requisite number.

(True Copy.)

(Signed) O. B. IRVINE,
Acting Collector.

Enclosures Nos. 2 and 3.—Copies of letters from the Boat Contractor, Mr. Rozario.

Enclosure No. 4.—Estimate.

It appears that there is no reasonable doubt that the saving to be effected by the use of properly floored and covered boats only is very large, but the present Contractor appears to possess neither the will nor the means to provide such boats.

2. The information both as to the actual number of boats required and the number of guards is not sufficiently definite.

3. It appears probable that it would be more economical in the end to provide boats properly fitted than to spend 18,000 Rupees on the boats belonging to a Contractor; the current contract expires with the year, and the Board would be glad to know what terms will in all probability be obtained from the new Contractor.

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4. The use of a floor for the boats either of planks or split bamboos the Board regard as necessary, and the loads of salt should be covered with tarpaulin as carefully as trucks are on the Railway. The boats during the transport season should be inspected weekly by the Deputy Collector.

5. More information is also required as to the requirements for guarding and escorting the salt, and the Board resolve to request the Inspector General to report through the Collector, and in communication with him, what modifications of the existing system recommend themselves to him.

(True Copies and Extract.)

(Signed) H. St. A. GOODRICH,
Acting Sub-Secretary.

To the Acting Collector of Chingleput.
,, the Inspector General of Police.

Exd. J. Tulloch.

Board of Revenue,
MADRAS.

PROCEEDINGS, 25TH JUNE 1873, No. 1,105.

Encl.

Rir 4040/73.

Received

P.G. 74 Folio 1/74
1v 159

JUNE.

No. 1,105.

Boats—for conveying salt from manufacturing divisions to Madras Cotaur, Chingleput District.—Collector requested, to state probable terms that will be obtained from new Boat Contractor, after expiry of present contract, for providing boats with an additional floor of planks or split bamboos, and a covering of tarpaulin. Inspector General of Police requested to report regarding guards for escorting salt.

36

No. 2,499.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 8th December 1873.

Read again Board's Proceedings, dated 25th June 1873, No. 1,105.

Read also the following letter from R. W. BARLOW, Esq., Acting Collector of the Chingleput District, to J. GROSE, Esq., Secretary to the Board of Revenue, dated Sydapet, 3rd November 1873, No. 509:—

I HAVE the honour to report on paragraph 5 of the Board's Proceedings, No. 1,105, dated the 25th June last, and to forward copy of a letter, No. 58, dated the 3rd September last, received from the Inspector-General of Police, as well as the correspondence noted in the margin from the Salt Deputy Collector, whose opinion was also called for.

No. 454, dated 14th July 1873, with enclosures (nine).
No. 668, dated 26th September 1873.

2. The Deputy Collector recommended an addition to the Salt Police Force to the extent of 149 temporary Constables, *i. e.*, 82 men to guard and 67 to escort, the whole Salt Force being supervised by three Inspectors on Rupees 120, 100, and 85, respectively, who are to be a permanent establishment. The Inspector-General, after consulting with the Superintendent of Police, objects (*vide* paragraph 2) to augmenting the temporary establishment to such an extent, and his reasons are cogent. He gives the present and proposed Police Force as under:—

Present Force.		*Proposed Force.*	
Permanent.	1 Chief Constable.	Permanent.	1 Inspector, Rupees 115.
	34 Head do.		2 do. ,, 60 each.
	253 Constables.		1 European Chief Constable.
Temporary.	4 Head Constables.		34 Head Constables.
	26 Constables.		353 Constables.
		Temporary...	50 do.

The Deputy Collector is satisfied with these proposals, and I think that with this force we ought to guard and escort our salt satisfactorily. The additional supervising agency is very necessary; the want of Inspectors has been a weak point in our salt administration hitherto.

3. Enclosure A shows the present hutting accommodation for the Police, and what will be required in addition, should these proposals be carried out. The charge for the latter, if decided on, can be met from the budget savings of 1874-75.

4. As regards paragraph 3 of the same Proceedings, I have the honour to forward a plan* and estimate for a salt-boat, and copies of the correspondence noted in the margin from the Salt Deputy Collector. It seems that a boat of the size required, properly planked, cannot be made much under Rupees 900, and, as 250 boats are required in the season to be in use at one time on the Northern Canal alone, this would entail the large expenditure of Rupees 2,25,000. The deceased Mr. D'Rozario's contract virtually expired with this salt season though it nominally

* Sent separately.

No. 506, dated 30th July 1873.
,, 642, ,, 12th September 1873.

runs on till 31st March 1874, and I think that if conditions regarding covering and flooring, similar to those framed by the Salt Deputy in his No. 506, are inserted in the next boat contract, it will be sufficient, and a preferable course to laying out such a large sum for boats as that shown above. At the close of his No. 624 the Salt Deputy Collector suggests one of the decked salt-boats in use in the Godavery being tried here experimentally; but he gives no details as to price or whether they would suit our canals. Such boats would doubtless be very expensive and could not be introduced generally for a long time, though an experiment might be tried, if the Board deem it advisable, but I think the boats in use, if properly covered and boarded below, ought to answer all purposes and would be cheaper.

ENCLOSURE No. 1.

From Lieutenant-Colonel W. S. DREVER, Acting Inspector-General of Police, to R. W. BARLOW, Esq., Acting Collector of the Chingleput District, dated Coimbatore, 3rd September 1873, No. 58-C.

WITH reference to your letter, No. 177, of the 25th July, and its enclosures, herewith returned, on the subject of Police guards in your district over salt, I have the honour to make the following remarks. It is quite evident that present establishments are insufficient and inefficient; there is, in fact, want of both strength and competent supervision. The only question, then, is what the numerical increase should be.

2. The Deputy Collector proposes three Inspectors and 149 men, the latter to be employed for about five months in the year only.

The existing establishment is—

1 Chief Constable	}	Permanent.
34 Head Constables		
253 Constables		
4 Head Constables	}	Temporary.
26 Constables		

Much difficulty is even now experienced in obtaining the small number of temporary guards already sanctioned, and the Superintendent, Major Cunliffe, an officer of considerable local experience, is of opinion that it would be quite impossible to enlist 180 for a limited time during the agricultural season. His alternative proposal is a permanent increase of 100 men to the District Force, with permission to entertain as many temporary hands up to fifty during the salt-manufacturing season as may be found possible.

3. Considering the great interests at stake, and the large area of salt-producing ground to be watched (which has for some years been gradually expanding), I do not think Major Cunliffes' estimate excessive. If the salt is not properly guarded we know it will be stolen, and it is quite clear that the returns now show but an infinitesimal fraction of the quantity so lost to Government; with Police sentries at intervals of half a mile or more, and no sufficient margin in the original allotment for sickness, leave, or other contingency, it is obvious that 253 men cannot furnish 130 wide-awake watchmen day and night for any lengthened period, in addition to guarding boats, etc., in transit; yet this is what is now supposed to be done by the existing establishment, and to have been done for years.

4. With economy in distributing the sentries and properly-secured boats for the carriage of the salt I should think that the cost of the proposed extra establishment would be more than covered in a short period by the increased sales and diminished losses which must result from the preventive service being placed on an efficient footing.

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5. The permanent supervising establishment would be—

1 3rd-Class Inspector.
2 5th ,, do.
1 European Chief Constable.
34 Head Constables.
353 Constables, furnishing 165 Watchmen and the Boat Guards, exclusive of the fifty mento be temporarily employed during the season.

I enclose a list of the places where additional accommodation must be provided for the men, etc., should these arrangements be approved of.

(True Copy.)

(Signed) R. W. BARLOW,
Acting Collector.

ENCLOSURE No. 2.

Distribution of Huts and Station-houses.

	Now available.		Required.	
	Station-house.	Huts.	Station-house.	Huts.
Home's Gardens	...	...	...	...
Vayalore	...	8	1	6
Kalangee	...	6	1	...
Vulloor	1	17	...	3
Vichoor	...	8	1	...
Attiput	...	14	1	6
Pooloodivauk	...	13	1	7
Ennore Depôt	...	6	1	...
Madras do.	1	20	...	...
Kattoopully	...	10	1	...
Ennore		8	1	8
Kattoor		thatched		new in lieu.
Semunjery	...	12	1	3
Covelong	...	6	1	6
Kalumbaukum	1	11	...	4
Cheyoor	1	4	...	6
Chunampett	1	16	...	8
Total ...	...	...	10	57

One Inspector's house at Ennore.
One do. boat at Covelong.
Several ferryboats in pans.

(Signed) W. S. DREVER, Lieut.-Colonel,
Acting Inspector-General of Police.

(True Copy.)

(Signed) R. W. BARLOW,
Acting Collector.

COIMBATORE,
3rd September 1873.

ENCLOSURE No. 3.

From D. V. NARASINGA ROW, Deputy Collector, in charge of Salt, to R. W. BARLOW, Esq., Acting Collector of the Chingleput District, dated Madras, 14th July 1873, No. 454.

I HAVE the honour to bring to your notice that there are five salt-manufacturing divisions on the Northern Canal, viz., Vulloor, Attiput, Pooloodivauk, Vayalore, and Kattoor. These divisions are all connected and lie within thirteen miles distance from the first to the last. In

the south there are Covelong and Vadasamenjary Pans, at a distance of six miles from one another, and the Cheyoor Pans are within a distance of sixty miles of Madras and forty miles of Covelong. In this district the salt scraped from the beds is left for some days on the ridges of the pans and then conveyed and heaped all along the banks of the boat canals, to a distance of from three to nine miles in each division, to be conveyed to Madras, whereas in the Northern Districts the salt daily scraped from the beds is immediately taken to the Government Platform. In this district the salt lies over, for about five months, on the open ground to a distance of about ten square miles, and 166 Police Constables are employed to watch the whole manufacture (amounting to about 24 or 30 lakhs of Rupees' worth of salt), the Head or Deputy Constables, from 12 to 20 Rupees salary, at each division being held responsible for the safe keeping of the manufacture. There is a Chief Constable, of 30 Rupees salary, employed to inspect all the salt works in the north as well as the *guards at the Abkári Distillery and the Madras Cotaur*. This officer runs three or four times along the canal during the month, from one end of the works to the other, and stays here and there for a day or two, so that much good cannot be expected from this supervision.

2. The Covelong, Vadasamenjary, and Cheyoor Pans are situated in a scattered manner, as may be seen by the sketches marked G, H, and I, and eighty Constables are employed to watch them, but there is not even a Chief Constable to look after the guards.

3. I now beg to submit the sketches of all the divisions, marked A, B, C, D, E, F, G, H, and I, showing roughly the area occupied by each set of pans and the distance of the present sentry-huts from one another, marked red, and the proposed ones for the use of the additional men required, marked yellow.

4. You will find from the margin the number of Police Constables posted at each division. These men are hardly sufficient to watch the pans, for from the sketches may be seen the distance the two sentry Constables of each hut have to watch, and there are no sentries stationed at the centre of the pans. If, therefore, thieves should once manage to get into the pans during the dark nights it would be difficult to find out by what way they get out. According to my estimate, while eighty-two men are still required in addition to the present number of Police to guard our pans more carefully, out of the present number of Constables several men are taken off frequently from the guards to escort the salt in boats from each division to Madras, and some do not attend to their duties on account of ill-health, and so on. Moreover, one Constable is appointed to accompany ten loaded salt-boats, and two Constables are allowed for more than ten boats up to twenty, consequently there is a loss of time, as each boat cannot leave as it is laden but must wait till the prescribed number are ready to start. These boats never reach Madras before three or four days after they leave each division for want of sufficient water in the canal and from adverse wind, and, the salt being brought in open boats, it is to be believed that large quantities are smuggled from them in transit. From the state of the guards at the pans I am inclined to think that large quantities of salt are smuggled at the pans also. I cannot state the quantity thus smuggled as I have been in charge of the pans for a short period. From the reports we have received during the past years it would seem that salt thefts were very small, but from my experience I have no confidence in those reports, for when several hundred maunds of salt are stolen it is usual to report that a maund or two has been lost. Although stringent orders have been issued the salt servants do not go early in the morning to examine the beds and heaps to find whether any salt is lost, and, by the time they go out to work, it becomes too hot to patrol all the pans, and the manufacturers, who must have smuggled salt during the nights, manage to show, by letting fresh water into the beds, that no salt has been lost. I have directed the servants to attend more regularly to this in future. The Police Constables, of course, hush up the matters for fear that they will be punished if frequent reports are made about the salt thefts. Under

Valloor	41
Attipat	39
Pooloodivaak	23
Vayalore	43
Kattoor	21
Total...	166

these circumstances, and for the better protection of our salt, I recommend that eighty-two men for guarding and forty for the northern pans, and twenty-one for Covelong and Vadasemenjery, and six for Cheyoor for escorting salt from the manufacturing divisions to the sale depôts, be sanctioned for about five months during the manufacturing season in every year. I further recommend that one respectable Inspector on a salary of 120 Rupees be in charge of the northern pans, and one on 100 Rupees for the two southern pans, and one 4th-Class Inspector for the Cheyoor Pans and Chunampett (in South Arcot), be appointed to look after the guarding of the manufacture and the spontaneous salt produced in the two latter divisions. The manufacture at Cheyoor is small, but there are several large extensive swamps whence spontaneous salt evaporates which is smuggled, so that the sales at these pans during the last two years have fallen as shown in the margin, which are chiefly owing to the large thefts committed.

	MAUNDS.
Fasli 1280	68,198
,, 128	57,890
,, 1282	46,295

5. While there is a railway and other facilities for carrying out salt into the interior at a cheaper rate than in other districts, it will be observed from the quantity disposed of for the last nine years, shown in the subjoined statement, that the sales are not so flourishing as they ought to be, but have rather fallen off since the last three years, which I consider is partly owing to want of better guarding. I have been thinking for some time to put up large lanterns, from twelve to twenty-six, at each set of pans, to intimidate thieves from entering them. The cost of oil, etc., would be small, and, if you approve of the plan, I shall submit an estimate for the same. These lanterns will have to be used only during the dark nights :—

Faslis.	Home and Inland Sales.	Exportation.	Total.
	MAUNDS.	MAUNDS.	MAUNDS.
1274 ...	12,68,729	1,87,399	14,56,128
1275 ...	13,39,282	7,46,830	20,86,112
1276 ...	14,43,713	2,08,343	16,52,056
1277 ...	13,76,672	87,908	14,64,580
1278 ...	14,38,044	3,07,050	17,45,094
1279 ...	14,35,703	3,24,850	17,60,553
1280 ...	13,69,866	2,48,420	16,18,286
1281 ...	13,08,635	2,31,052	15,39,687
1282 ...	12,66,415	2,96,388	15,62,803

6. The salt accounts of this district do not show the actual quantity of salt sold to the town of Madras and other places, the figures entered in the reports being more from guess. If I were able correctly to ascertain the quantity sold within Madras and its suburbs it would assist materially in enabling me to find out what quantity of salt is actually smuggled from the boats in transit from the various divisions to the Salt Cotaur and make the necessary arrangements to check it. I have written to the firms of Messrs. Arbuthnot and Co. and Cammiade and Co. to furnish me with lists showing the quantity of salt they export to different places ; but the latter firm are not regular in forwarding the information, and I beg you will address them on the subject. I have given stringent orders to the Superintendents of the Madras and Home's Garden Cotaurs to keep a regular account of this in future according to Rule XXXIII. of the Salt Manual.

(True Copy.)

(Signed) R. W. BARLOW,
Acting Collector.

Enclosures in No. 3.—Nine Sketches of Salt-pans.

ENCLOSURE No. 4.

From the same Officer, dated Covelong, 26th September 1873, No. 668.

WITH reference to your letter of the 23rd instant, No. 1,234, giving cover to that of the Inspector-General of the 3rd idem, No. 58, I have the honour to state that in the Ganjam and Vizagapatam Districts the Police guards for watching the manufacture of salt are generally employed as a temporary measure, and at the close of each manufacturing season their services are dispensed with; but in this district I understand that these Policemen have been permanently posted.

2. With reference to the practice of the Northern Districts, I have suggested a temporary increase to be made to the present strength of the Police establishment for five months. As the Superintendent, Major Cunliffe, is of opinion that it would be impossible to enlist 180 for a limited time we have no other alternative than to accede to the proposal made by him, and concurred in by the Inspector-General, as to the permanent increase of 100 men to the present force, entertaining at the same time as many temporary hands as may be found possible up to fifty during the manufacturing season.

3. As the Superintendent agreed to my proposal with regard to the number of men required in addition to the present force I think I have nothing more to say on the subject.

4. The original letter and its enclosures, together with rough sketches, are returned herewith.

5. The cost of constructing huts and station-houses required for the Inspectors and the Constables can be met out of the savings of the budget grant for the year 1874-75.

(True Copy.)

(Signed) R. W. BARLOW,
Acting Collector.

ENCLOSURES Nos. 5 and 6.—Plan and Estimate for Salt Boat.

ENCLOSURE No. 7.

From the same Officer, dated Cheyoor, 30th July 1873, No. 506.

WITH reference to your letter of the 24th instant, No. 839, and to paragraph 3 of the Proceedings of the Board of Revenue of the 25th ultimo, No. 1,105, I have the honour to state that 250 boats will be required to convey salt from the northern pans alone to the Madras Cotaur. Their cost will amount to 1,50,000 Rupees, at an average Rupees 600 each boat, exclusive of the additional establishment for manning the boats and covering them with tarpaulins. I do not, therefore, consider it to be more economical in the end to provide boats at the Government expense.

2. The contract expires with the current year, and the terms to be inserted in addition to those in existence should be as follows :—

(1.) All the boats should be floored with planks so as to leave space for the water draining from the salt itself to lie without injuring the salt and covered with tarpaulins, as carefully as trucks are on the Railway, to protect the salt in transit from the places of manufacture to the Cotaur at Madras.

(2.) All the salt from the pans should be conveyed and delivered at the Madras Cotaur before the 30th September, in default of which a penalty of Rupees 20 per day should be levied upon the contractor.

3. The present contractor has not got boats of his own, but employs boats appertaining to other persons, and pays them a certain amount for each trip, according to distance. It is,

therefore, necessary that extra charge for flooring with planks and covering the boats with tarpaulins be paid to the future contractors in addition to the present rates.

4. Since writing my letter of the 16th May last, No. 304, I am inclined to think that spreading split bamboos in boats will not at all answer our purpose.

(True Copy.)

(Signed) R. W. BARLOW,
Acting Collector.

Enclosure No. 8.

From the same Officer, dated Madras, 12th September 1873, No. 642.

With reference to your letter of the 6th ultimo, No. 930, I have the honour to submit a plan and an estimate for constructing a thirty-ton cargo-boat at a cost of Rupees 755.

2. In my letter of the 30th July last, No. 506, I made a rough estimate, including flooring, at Rupees 600, but on looking into the detailed accounts my estimated cost has risen to 755 Rupees. In the estimate 4¼ squares of flooring with teak-wood rafters, etc., have been provided at Rupees 170, but the flooring can be made with deal-wood at a lower rate, but cannot last long. I am, therefore, of opinion that, as shown in the estimate, teak-wood flooring will answer our purpose better. In addition to the above charge we shall have to spend 148 Rupees on account of the purchase of tarpaulins for covering the salt. The aggregate cost for a boat will be Rupees 903.

3. In Godavery boats with decks are made use of for conveying cargo. These boats will be conveniently substituted for the open ones now in our use. I beg, therefore, to recommend that one boat of twenty-two tons, to convey five garce of salt, may be obtained as a model from the Godavery District for use in the Cochrane's Canal of this district. This method of conveyance will not only put down smuggling during transit, as the salt will have to be secured under lock and key in covered boats, but also the salt will be carefully secured from being damaged by [illegible] and it may be taken into store direct from the boats without being unladen. This process will save the expense for unlading and drying salt, and be very convenient [illegible] manufacturer as well as to Government.

(True Copy.)

(Signed) R. W. BARLOW,
Acting Collector.

In this letter the Acting Collector of Chingleput replies to Board's Proceedings, dated 25th June 1873, No. 1,105, calling for information as to the cost of providing better boats for the transport of salt from the pans to the Madras Cotaurs and also as to the necessity of increasing the strength of the Police guards. The opinion of the Inspector-General of Police was also requested on the latter point.

2. It is stated that 250 boats would be required for use on the Northern Canal alone, and each boat properly floored and provided with a tarpaulin cover would cost 900 Rupees. The outlay for providing boats the property of Government would, therefore, be enormous, and the boats would be idle for a great portion of the year. The Board quite concur with the Collector that it would not be economical to undertake the transport of salt departmentally.

3. The present contract expires in March next, and, in order to enable fresh contractors to make the requisite preparations, it is necessary that arrangements for the new contracts should be made at once. The Board are of opinion that the contract should be for five years, and that it should be stipulated that every boat should be floored at a specified height from the bottom so as to admit of free drainage of the salt, and provided with a well and sufficient means for pumping or baling out the drainage water during the transit; and should also be either decked or furnished with an efficient tarpaulin covering, or a moveable wooden roof, which would be more durable and would admit of the load being better secured from being tampered with; also, as suggested, that the transport of the salt should be completed before the end of September. The Collector is requested to submit, for approval of the Board, without delay a draft Notification calling for tenders on these terms, inserting such other stipulations as may seem necessary.

4. The Board are not aware whether the contract for the transport of salt from the southern pans is separately disposed of. Similar arrangements should be made regarding it, and the Collector will report on the subject.

5. As regards the guarding of the pans and of the salt in transit, the Inspector-General proposes to increase the permanent force by three Inspectors and 100 Constables, making a total force of 391 men, and to enrol fifty temporary Constables during the season of manufacture. The cost of the increase is not stated. In addition to the pay of the men, which will be about Rupees 935,* there will be the cost of ten station-houses and fifty-seven huts, besides quarters for the Inspector and several boats. The Deputy Collector proposed a temporary [illegible] but the Police Officers state that considerable difficulty is experienced in enlisting the temporary Constables now employed, and that it would be quite impossible to enlist for temporary service the large number of additional men required. The Board request the Inspector-General to inform them what will be the cost of the additional men, and the Collector will state roughly for what sum the buildings required may be constructed.

	Rs.
3 Inspectors	235
100 Constables, at 7 Rupees each ...	700
Total...	935

6. The increase in strength is apparently large, but the Collector and his Deputy, as well as the Inspector-General and Superintendent of Police, all concur as to its necessity, and the Board are satisfied that it is not too great. It is difficult to estimate losses which accrue from defective preventive service, but, when the Board reflect that hitherto the salt guards of the northern pans in the Chingleput District have had no better special supervision than that of a Chief Constable, they are astonished that matters have gone on so well as they have. The proposed Inspectors are undoubtedly required, and the Board are convinced that the cost of the additional establishment of salt guards will be more than recouped by benefit to the revenue. Lieutenant-Colonel Drever's scale provides for the requirements of the whole district. It will not be necessary to entertain the additional men until the commencement of the next manufacturing season.

7. The Board resolve to submit the papers to Government with their strong recommendation that the proposals of the Inspector-General be approved and sanctioned.

(True Copies and Extract.)

Acting Sub-Secretary.

To the Secretary to Government, Revenue Department,
with Board's Proceedings, dated 25th June 1873, No. 1,105,
nine sketches, one estimate, and one plan.
,, the Acting Collector of the Chingleput District.
,, the Acting Inspector-General of Police.

G.O. 21 Sept 72 No 122-23.

Revenue dept.
No. 4040.

1873.

Board of Revenue,

MADRAS.

PROCEEDINGS, 8TH DECEMBER 1873, No. 2,499.

Dept 17 Dec 73.
Encl. 1/2
+ 11 Nov. Cal. ac.

Received 18 Dec 73.

.DECEMBER.

No. 2,499.

Boats—for conveying salt from pans to Madras Cotaur, Chingleput District.—Terms on which new contract for providing — should be granted, intimated to Collector, and draft Notification called for inviting tenders on these terms, inserting any other stipulations that may be necessary. Proposals of Inspector-General of Police regarding Police guards for salt-pans and for salt in transit, submitted to Government for sanction. Inspector-General requested to state cost of additional guards proposed, and Collector to report probable sum required for housing them.

S.O. No 159 — 4 Feby 74.

Exd. A. S. Hodges.

31

C 24 June 74 R 27.

Rev. Revenue
Sal. Salt.

14/3
159

Revenue Department.

No. 159

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 4th February 1874.

READ the following Proceedings of the Board of Revenue.

Intimating to Govt terms on which new contract for providing boats for conveying salt from pans to Madras Coteur, Chingleput Dts should be granted, and calling for draft notification inviting tenders on these terms &c — Submitting to Govt for sanction, proposals of Inspector General of Police upon Police Guard for salt pans and for salt in transit — Requesting Inspr Genl to state cost of additional Guards proposed, and Collector to report probable sum required for housing them

} H. E. 8 : Dec : 1873 No 2499

The Government await the report of the Inspector General of Police as to the cost of the additional guards proposed to be employed. That Officer will also be requested to state how the services of the large number of men, who will have no work in the Salt Dept for several months in the year, can be utilized.

23/1/74

To.
14 The Board of Revenue
6 —do— Inspector General of Police

} dlvd 5 Feby 74

30-32