M.R.O. 1—20,002—12-8-65.

(1) Number of Pages 28

(2) Date of repair 11-10-18

(3) Initials of the Referencer 5/15.2.19

MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No. 2389 ~~Press~~
~~B.P. No.~~ Mis.

Dated 9-11-1875 196 .

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Vizagapatam Agency.

Read the following papers:—

No. 81. From F. S. A. GOODRICH, Esq., Acting Agent to the Governor of Fort St. George in Vizagapatam, to the Hon. W. HUDLESTON, Chief Secretary to Government, Fort St. George, dated Waltair, 1st April 1875, No. 178.

I have to report that I started from Waltair on the Annual Hill tour on the 13th December last, was detained by the trial of a sessions case at Vizianagaram, but reached Palconda on the 18th, having inspected the establishments at Vizianagaram, Chipurapulli, and Rajam.

2. At Palconda I was joined by the Deputy Inspector-General of Police, Senior Assistant Agent, and Superintendent of Police. I found the school in excellent order and well attended, in spite of the deplorable state of the building which lets in sun, wind, and rain through large gaps in the roof. The woodwork is still sound, but if the tiling be long delayed, the building will be ruined. The dispensary is well arranged, and the Dresser, Mahomed Homer, has made it most popular. He is, under recent arrangements, transferred to the important town of Ankapilli, where his services will be very valuable.

3. The road from Palconda to the Ganjam border needs making. From that border we came upon a good metalled road, but on our side nothing but jungle clearing has been done. Even this has been neglected, and orders were issued that the customary labor be at once exacted from the Mokassadars whose jungle near Sitampeta has encroached upon what should be the cleared track. Money was also made available for scarping and packing with stone the crossings of streams which most impede cart-traffic.

4. The road from Addubanghi to Butteli is, like most Ganjam roads, very good; entering at the latter place, the borders of Vizagapatam, we return to a state of nature, but there is no obstacle to the passage of carts to Gunapur in dry weather, and in wet weather traffic must be suspended until a bridge is built, a work whose early execution is not to be expected. Gunapur can always communicate with Kimidi through Varanási when the river is in flood; and this line might be metalled at some future time. There are more pressing needs at present.

We reached Gunapur on Christmas day. Having met the Sub-Magistrate on the way, we were here greeted by Pattabhi Ram, the Dewan of the Raja of Jeypore, who was making his first visit to the Gunapur and Rayaghada Divisions of that Zemindari. The Amin was also present, and a mighty following of sword-players, wrestlers, and irregular militia.

5. The Sub-Magistrate's Cutcherry has an excellent site overlooking the town. The school built and endowed in part by the Raja of Jeypore (an Ooriya) possessed no master who understood the language of the people. The Inspector of Schools has partially remedied this defect at my suggestion, though the Head-master is still a Telugu. I procured sanction* for the addition of a room to the Subsidiary Jail now under construction for the accommodation of the Police, which was an urgent requirement.

* G.O., 22nd February 1875, No. 416.

6. From Gunapur we proceeded to the Puttásinghi plateau the headquarters of the Savaras of Gunapur. The track from Gunapur to Jaltêru must be kept cleared to greater width than at present. The ghâts up to and down from the Puttásinghi plateau are rough but not very difficult, and the distances insignificant. In dealing with tracks of this kind, *viz.*, paths on steep stony hillsides, I will note the procedure I have observed to give the best results, as I have seen a good many mistakes made. If the funds available are, as is usual, only about sufficient for jungle clearing, the stones must not be removed, but only the larger of them broken or split with fire, and the surface of the track packed with loose broken stone of good size. Steep hill paths where rainfall is heavy from which the stones have been removed are soon cut by the scour of the rainwater and made far worse for travel than they were in a state of nature.

7. The Gomangós of twenty-seven Savara villages came in to our camp at Puttásinghi with many of their people, and received the customary presents of beads, cloths, looking-glasses, and tobacco. They brought their women with them, and appeared to be enjoying a season of plenty, the harvest having been excellent. They have given no cause of complaint lately, and but little crime has been reported. The special object of our visit was the reconsideration of the distribution of the Police, and the question of the Savara garrison needs to be considered with reference to the physical features of the whole taluq, and the character of its inhabitants.

G.Os., 19th May 1874, No. 913, and 10th July 1874, No. 1251.

8. The taluq comprises four well-distinguished tracts; (1) the colonized valleys whose society resembles that of the outer world; (2) the hills of the Savaras who are suspicious and thievish not turbulent; (3) the hills of the Khonds occupying the east of the taluq; these tribes are turbulent and can muster a formidable force; (4) the flatter country to the north between the Chavaldoa and the Wamshadhára and east of the Neemgiri range occupied by the Dêshya Khonds, a peaceful and industrious race.

The Police of the first tract is sufficiently provided for under present arrangements.

9. To garrison the Savara hills, we have a strong station at Puttásinghi. I regret to say that the palisade which a few years ago surrounded the station has been used for firewood or suffered to disappear; the environs of the station-house and huts must be cleared of brushwood for a distance of a hundred yards. The Constables have brought up their wives and families, a proof of their confidence in the good behaviour of the Savaras which cannot be mistaken. This station of Puttásinghi ought to be maintained at its present strength, and the Tolana and Regintolla ghâts and the whole path through Jaltêru from Gunapur widened. At Wadasaur a strong station is no longer required, and seven men only need be left whose beat would be to Bhimpur, where they would meet the Lubba beat. Munda near Bhimpur is the place to which it was proposed to transfer the eleven Constables available for Wadasaur. It is buried in forest, very unhealthy and thinly peopled. Lubba commands the valley and is sufficient for its protection; it is to the northward in the valley of Sirdarpur that men are needed.

10. The Khotiya Khonds consist of (1) the inhabitants of the hills west of the river from Korugutti down to Durgi. These are few in number, and have never given trouble; (2) the tribes of Bijipur, Chandrapur, Raibiji, and Godairy; a strong alliance, jealous of interference, sulkily acknowledging the power of the Government and the claims of the Ooriya Chiefs to their allegiance, but ready to try their strength with either if oppressed; (3) the Sirdarpur Khotiyas even more turbulent than the last; (4) the Bissemcuttack Khotiyas thoroughly under discipline and submissive.

The Sirdarpur muttá is at present out of the range of Police action. Sakonda, Koirguda, and Mokaguda are the most troublesome villages, and it is most advisable that a force should be on the spot which could check the beginnings of an outbreak, as if the Sirdarpur Khonds united with those of Godairy they might give considerable trouble. At Dibbagúda there is a good site for a station in the centre of the most populous part of the muttá. Ooriya colonists have settled in this and the neighboring villages. From thence beats might be worked daily to meet Lubba and Godairy, and the communications of the hillmen with the plains will then be subject to observation all along the range; eleven men should be placed at the new station.

11. The northern part of the taluq, where traffic between Chattisgarh and Parvatipur is yearly increasing, requires a separate Inspector, the country is being cleared and is very fertile, and the villages are populous. Patrogúda and a new station at Jagdalpur for a tract of country hitherto quite neglected will be made this Inspector, who will have the country of Bissemcuttack in his charge. An increase of sixteen men will be needed for the new station at Jagdalpur. The Gunapur Inspector should be left in charge of the Savaras, and the Godairy Inspector of the Khotiya Khonds.

12. I think Major Balmer, Major Frazer, and myself entirely agreed as to the general and particular requirements of the taluq.

13. We visited the whole of the Khotiya country descending the ghât to Wadasaur and halting at Munda and Juthili (whence Sirdarpur was visited), Godairy, Bijipur, Chandrapur, Raibiji, Dongasurada, Khotragur, and Bissemcuttack; 182 Mujjis of villages of the muttás of Sirdarpur, Chandrapur, Godairy, Raibiji, Dongasurada, and Korlagáti visited me, and received presents as usual.

14. The cleared track by which we marched does much credit to those who made and have maintained it. The stubbing of the roots must have been done with great labor and has been very effectual. From Godairy by the route indicated to Khotragur is about fifty-six miles, and this part of the track presents no difficulties of a serious nature though there is a ghât near Chandrapur. From Wadasaur to Lubba through Munda a good deal of clearing is needed; from Lubba to Godairy and from Khotragur to Bissemcuttack the country is mostly open. Our march over the track was made without difficulty as we had a good number of elephants. Pattabhi Ram brought a numerous following, but thanks to the Sub-Magistrate Yembadi Narasing Rau's excellent arrangements, the supplies for coolies and the coolies themselves were to be had.

The only Khond muttás that showed any reluctance to pay this customary visit were Raibiji and Chandrapur, and they sent in their Majjis after some slight hesitation. No complaints were made, and the people seemed well and prosperous. They brought in very many of their women, a proof of their confidence which is yearly given in large measure. The stations of Bijipur and Chandrapur are very weak and ought to have three men added to each.

Bijipur, Chandrapur, each three.

15. The revenue already raised by the Zemindar from this tract is considerable, and it is naturally capable of rapid development. If the Zemindar is wise, he will mark off some reserves of forest without further delay. Between Bhimpur and Bodamsinghi is a splendid forest, and near Dongasurada a most valuable tract of Sál might be selected. These tracts are now uninhabited and not as yet encroached on by the cultivator, the only right over them as yet exercised being that of hunting. No hardship would be inflicted on any one by declaring them reserved, and as they have access to the Wamshádára and its branches the forests might be easily worked and the timber floated down in rafts.

16. My visit to Bissemcuttack was somewhat marred by my being laid up with a sharp attack of fever during my stay. The Chief of that place has long enjoyed and deserved the reputation of an enlightened and vigorous administrator. He was looking well for his years, and his sons are young men of promise. The fertility of the estate is very great, and tobacco of fine quality is a staple crop. I had been at first of opinion that Bissemcuttack and the northern plain of Ombadola and Jagdalpur could be more readily administered from Rayaghada than from Gunapur. Giving however the weight which it deserves to the opinion of Y. Narsinga Row, long Sub-Magistrate of Gunapur, I concluded that the divisions of the taluqs should be left as they are. The main stream of traffic tends through Rayaghada towards Parvatipur, but the Sub-Magistrate of Gunapur under existing conditions has the strong and efficient body of Bissemcuttack Paiks at his back in dealing with the Khotiya Khonds. Here, as elsewhere, prevention is better than cure, and though an outbreak would be quelled by our Police, it is well to avoid bloodshed and reprisals, and this end is secured by the retention of Bissemcuttack within the Gunapur Division.

17. Before leaving Bissemcuttack I was overtaken by some Savaras who brought a complaint of oppression and unauthorized levy of rents against the Gumma Bissoye on the Kimidi side of the Savara Hills. It was too late to turn back, nor could I spare my Senior Assistant, who after visiting Rayaghada with me had a very heavy pressure of work awaiting him in his important charge at Parvatipur, but the evidence of aggression upon Gunapur villages by the Gumma Bissoye was so strong that I wrote at once to the Agent in Ganjam and obtained his concurrence in the following arrangements:—On the Gunapur side, the Sub-Magistrate of Gunapur and the Amin of the Jeypore Raja, on the part of Kimidi the Sub-Magistrate and the Manager of the estate were ordered to meet on the border in the Savara Hills in the month of March to inspect the villages claiming to belong to Gunapur but claimed by Kimidi, and to report to the Agents in Ganjam and Vizagapatam. The Gunapur taluq has been not long ago and for some years under the direct management of Government, and the Sub-Magistrate

was ordered to take up the list of villages with other documents; exactly similar evidence is available as to the Kimidi estate, and I make no doubt that the report of the Commission (if I may so call it) will furnish full data for passing orders in the matter. I trust it may arrive before I despatch this letter.

18. I would solicit the attention of Government to the boundary between the Kimidi tracts and those of Gunapur alike inhabited by Khonds. Taking Sheet No. 107 of the India Atlas (Ordnance Survey) these two tracts march together from the intersection of the 83° 30′ parallel east longitude with the 20° parallel north latitude for about 120 miles following the irregular outline of the boundary or eighty miles in a straight line. For the southern half of this long stretch; *viz.*, that east of the 84° parallel, the survey have left the boundary undefined or noted that it was disputed. In reality there is no boundary; the country is the country of the Khotya Khonds, and the invading and colonizing forces of the Ooriyas from Jeypore on the west from the Ganjam Zemindaries on the east have been gradually pressing forward and tending to meet for some generations. The Panigonda Pátro near Baminigám (some time a retainer of Chinna Kimidi) has been in collision with the Chandrapur Khonds at Gordoma and all down the line southwards; from this point the Ooriyas have scarcely penetrated to the backbone of the ridge, which is generally the true boundary between muttás acknowledging subordination to Jeypore and those over whom the Ganjam Chiefs have established claims. A long undefined boundary is a fruitful source of trouble, and having assumed the duty of settling disputes, we ought to remove this provocative by a settlement of the boundary that shall hereafter be held to divide the two districts. Khond muttás which can establish their independence of either Jeypore or a Ganjam Chiefship might be noted, but I do not think such exist though the acknowledgment has been merely formal in many cases. With the large scale survey map in his hand, the officer deputed might march in a couple of months from Varanasi to Bondari on the Dimeru Noi and lay down the boundary as it is to be respected in future, reporting his inquiries into all disputed cases. The present Acting Senior Assistant is admirably qualified for the work, as he knows the country and the people well, and if he could be detailed for this duty for, say, three months during next December, January, and February, and an Assistant Collector posted to the district of sufficient standing to be placed in charge of the Senior Assistant's Division during the time, no extra expense would be incurred. The Parvatipur Division cannot be left to take care of itself considering its area and population.

19. Leaving Bissemcuttack I proceeded to Rayaghada where the new Cutcherry and Subsidiary Jail is approaching completion. The Sub-Magistrate was holding his office in a miserable thatched hovel; accommodation for the Police is most urgently needed. The plain above Rayaghada promises a good return for a small outlay on irrigation works; the land is of excellent quality, and is commanded by the Rayaghada river which has very favorable sites for the construction of an anicut near the orange groves, some four miles to the north-west of the village.

20. At Rayaghada the descent into this stream (which afterwards falls into the Naugulia) and the ascent of its difficult banks is throwing serious obstacles in

the way of the great extension of bandy traffic which Mr. Willcock's exertions have been fostering. The most part of the track between Parvátipur and Rayaghada he has converted into an excellent road, and the country northwards presents no difficulties to bandies though there is no made road. Still the existence of this stream with its precipitous banks drives many of the traders to stick to pack carriage. A bridge* here might easily be built as below the ford, the stream rushes through a gorge at one place only forty-eight feet in width, the banks being cliffs of solid rock forming natural abutments. I am procuring an estimate for a girder bridge which would be a very great benefit to the traders using the route, and believe that the Raja of Jeypore will contribute liberally to this work, the need whereof I explained to him when he visited me at Jeypore.

* One arch (sixty feet span.) girder bridge would cost 16,200 Rupees.

21. The Amin of Rayaghada is given to the good work of planting topes, and his management generally appears to be judicious.

Major Balmer and I left Rayaghada for Kumbacóta on the 22nd January, and made one long march through the Gumma gorge and up the ghât beyond that station. It is an admirably built guard-house, with the double roof so much used in this part of the country, and was most cheaply finished by Inspector Giaffar Ghosi of the Police, the timber employed and the carpentry being first rate. It is a model for Police station-houses or rest-houses in Jeypore. Khumbacóta is a most isolated place, being thirty-five miles from Girligumma, the nearest station on the Navarangpore side, eighteen from Rayaghada and a long and difficult march from Latchmipuram, the nearest station to the south. My way from Rayaghada to Navarangpore led me through part of the Kassipur estate once belonging to Jeypore, but now under Kalahundy to Girligumma, where I met the Special Assistant Agent.

23. The Kassipur country is wild and thinly peopled, the soil however (as is the case in my belief throughout the greater part of Jeypore) is far more fertile than that of the Ganjam Hill tracts. The Kassipur Chief sent civil messages and supplies. At Tikiri in this estate I found two Policemen from Bondra Nowagurh, under the Commissionership of Raepore, who had followed an escaped criminal some 250 miles or more through a country mostly forest and swamp.

24. Beyond Girligumma, where we halted some days to discuss matters with Mr. Johnson, we went down the ghât to the valley of the "Indrawati" through some fine forest composed of an unusual variety of valuable timber trees and after a day's halt at Jagannádpur reached Navarangpur on the 28th.

25. The town of Navarangpur, like everything else in Chaitan Deo's estate, was in good order, and the fine groves and avenues which he has planted were pleasant to contemplate. I was sorry I could not induce him to undertake a journey for the purpose of submitting to an operation for a cataract. He is now completely blind; though an old man he is sufficiently vigorous to justify the hope of many more years of life, and I hope may yet be persuaded to seek the skill which could probably relieve him.

The Sub-Magistrate here was in bad health at the time of our visit. Mr. Johnson spoke well of him, and I was satisfied with what I saw of his work.

The valley of the Indrawati appeared to have enjoyed the best of seasons, but the ravages of a weevil of some kind among the paddy were complained of in places. The pulses, mustard, and ragee and the thriving wheat fields near the banks of the river testified to the skill and industry of the Mali caste, who usually occupy those pleasant and well-watered sites.

27. From Navarangpur I marched through Kotepád to the Bustar frontier where I found messengers and an escort from Bustar to conduct me to Jagdalpur where the Bustar Raja resides. The reason of this visit and its results are detailed in my letter to you, No. 28, dated 26th February 1875.

28. Returning to Kotepád I halted there for a sessions. The fort is ruinous but the village is still the headquarters of a very numerous body of Paiks, a body of men whose tenures need revision. Upon them by the tenure of their assigned salaries or favorably-assessed lands are incumbent the Police duties of the country, the guarding of prisoners, the escort of treasure, and the general duties of subordinate revenue servants. The Government has assumed the burden of the performance of most of these duties at the cost of other taxpayers, and might at the least require the services of all those men whom the Raja does not require for his personal service and the management of his estate. The value of the services of these men to the public may be considerable, and we shall merit the thanks of posterity if we take such action that it may remain a fact familiar to the people that the possession of one of these endowments implies the liability to public service of a specific nature by one of the holder's family. All jail guards, all forest peons, and all road maistries in Jeypore ought at the least to be furnished from this class and paid from their endowments. Specific proposals can be furnished provided Government sanction an inquiry into the amount and present distribution of the endowments.

29. Jeypore was reached on the 11th of February, and we found that the Raja had fitted up a bungalow very comfortably for us, and was awaiting our arrival in great anxiety about the result of our mission to Bustar. He was informed that his claim to the elephant seized by that Chief would be fully represented in the proper quarter, but the matter evidently engrossed his attention to the exclusion of other business.

30. No special representations were made to me by the Raja. He expressed himself greatly rejoiced at the recent birth of an heir to him, and was pleased to promise liberal assistance in the execution of such works of improvement as the bridge at Rayaghada. He is building an upper story to his palace, and the surroundings of his residence appeared in disorder, the more noticeable as the order and neatness observed at Jagdalpur had recently impressed us.

31. After a short stay I proceeded to Koraput with Mr. Johnson. The bungalow, now at last approaching completion, is a capital house, and will accommodate the Special Assistant Agent and the Superintendent of Police comfortably. A set of servants' rooms and a kitchen must be added, as only one such set has been provided. The work, both masonry and carpentry, is excellent, and has stood the severe tests to which it has been exposed in the last few monsoons admirably

About half of the building will, I hope, be roofed in before the rainy season sets in. No difficulty will be felt in dividing the house between the two officers as separate quarters, as the ground plan and arrangement of the rooms make it easy to do.

32. The huts intended to be used as a Subsidiary Jail are not well suited for the purpose, and I have proposed that part of the block be used when completed as Sub-Magistrate's Office, Treasury, and Police Office, and that three of the huts be used as a Subsidiary Jail. This proposal was made in my letter, No. 159, dated 28th March 1875.

33. The most important matter that engaged my attention at Koraput however was the relation subsisting between Pattabhi Ram, the Dewan, and Appa Rau, the Assistant Dewan to the Raja. When Pattabhi Ram came down to meet me in Gunapur, he made over charge of his office to Balabhadra Santara and not to Appa Rau. His reason seems to have been that he suspected Appa Rau of intriguing with a view to stepping into his shoes with the least possible delay. I found reason to believe on enquiry that Appa Rau had shown a wish to go rather faster than Pattabhi Ram (who is a gentleman of the old school) could follow him in the direction of reform, and did not conceal his belief that it would be a good thing when Pattabhi Ram's tenure of office ceased, and he (Appa Rau) succeeded him. I also found that Pattabhi Ram had been very slack in matters of some importance, and that he had not given his confidence to Appa Rau as fully as he should have done in order to the best management.

34. Pattabhi Ram's health will no longer permit him to keep in his hands the detailed management of the whole tract, and after discussing the question of their relations with him and Appa Rau together, and receiving assurances from both that they would in future act heartily together, I arrived at the following conclusion: Pattabhi Ram to have in future the custody of treasury and records and the conduct of correspondence with the Agent to the Governor, to retain the general supervision over Jeypore Proper, and the immediate management of the north-eastern taluqs below the ghâts, to wit, Gunapur, Rayaghada, Narrainputnum, and Alamunda; Appa Rau to have in his hands the detailed management of all the taluqs of Jeypore Proper. The two Dewans to submit lists of their separate establishments to the Special Assistant Agent. The men are both nominees of Government, and it concerns Government in a special sense that their management should be for the good of the estate. The Raja approved of the arrangement, and it has been carried out under his orders. Appa Rau is a hardworking man and will do good service in Jeypore and Malcanghiri, and Pattabhi Ram has Amins in Gunapur and Rayaghada on whom he can depend.

35. The Sub-Magistrate of Koraput made a representation which I think deserving of consideration. He has ten years, three month, and twenty-one days' service, whereof six years, and two months have been in Jeypore. The climate is so dreaded, and men are so glad to escape therefrom, that we continually lose the services of men just when they have gained that knowledge of the people and the country without which they are not valuable. I would propose that after seven years' service as Sub-Magistrate in Jeypore an additional 50 Rupees, after fourteen years an additional 100 Rupees, be added to the salary of Jeypore Sub-Magistrates. Government would be recouped for the extra salary by increased efficiency of service.

36. Another Sub-Magistrate is badly required. The present charge of the Koraput Sub-Magistrate extends from a point north-west of Rayaghada, on the north to a point west of Nursipatam, on the south a distance of 140 miles with an average breadth of thirty miles. This tract was formerly divided into two charges, the headquarters of one being at Mahadeoputti, of the other at different times Aruku, Aurada (or Padwa), and Nandapur, when it was found necessary to provide a Sub-Magistrate for Malkanghiri without adding to existing establishments, the Mahadeoputti and Nandapur taluqs were merged into one with its headquarters at Koraput. It still contains two Police Divisions.

37. It being found impossible for the Koraput Deputy Tahsildar to manage the Abkári of the whole of his enormous charge under Amani, the Abkári of Hill Pachipenta and Hill Madagole has been rented for 2,000 Rupees to one Tyada Gopanna Putnaick. Were a second Deputy Tahsildar available, this farm might be managed under Amani, and the increase of revenue from this source and from the more effective supervision which might be expected in the rest of the country as the result of dividing the charge would, in the opinion of my Special Assistant, fully cover the cost of the Sub-Magistrate and his establishment, about 1,900 Rupees. It seems that the average revenue to Government per still in the Amani portion of the Koraput Taluq is Rupees 35 odd, that per still under the lease for Hill Pachipenta and Hill Madagole only 19 Rupees odd. Under Amani the rates would probably be about equal in both cases, and an increased revenue of Rupees 1,570 would then be derived.

38. The headquarters of the new taluq would be best placed at Nandapur for the present. That place has been found more healthy than other sites which have been tried. Eventually some point further south may be selected as more central.

39. The roads under construction by Mr. Johnson have made good progress. Their length and description are given in his letter of the 22nd ultimo. I have requested the District Engineer to submit this report to Government with his answer to their reference contained in G.O., No. 654, 6th March, in the Public Works Department. I submit herewith Mr. Johnson's letter in original. In accordance with the liberal ideas long prevailing in Jeypore the width of road (thirty feet) and of bridges (twenty-four feet) is rather greater than necessary. I advised the Special Assistant Agent that in order to make the most of the grants available twenty-four feet and eighteen feet might be with advantage substituted. The timber bridges have their planking covered with a layer of mud. I much prefer the flooring left uncovered, but Mr. Johnson tells me that he cannot procure such rough skill in carpentring as is needed to spike down his planks firmly. With narrower bridges and a strong side rail, I think he might manage it, but the Brinjaries have a provoking habit of ripping off side rails and using them as fuel.

40. A subject of some importance in Jeypore, and one which the Order of Government, dated 13th November 1874, No. 2113, Judicial Department, paragraph 17, has led me to consider is the question of village service. I do not think that any diversion of the funds mentioned in paragraph 28 *supra* is advisable, and it certainly is not needed. The Paiks or Yeomanry service lands may provide

for Sirdars and Chief Curnams for muttás, but the villages are already provided by their communities with paid heads and Barikis. The headmen or Mujjis receive at the periodical divisions of land a free holding as endowment of their office, or where the lands are not subject to redivision, they have a field which has been permanently assigned. They also enjoy small customary fees, whereof the amount and occasions vary. The Bariki has fees in grain. The village priest and artizans, numerous in proportion to the wealth and progress in civilization of each village, are to be found, but these we may leave to take care of themselves. The action advisable at present is to register the Barikis' names and to visit any failure of duty on their part with due punishment after warning, and to issue sanads to the Mujjis for their respective villages, and to inform them that their service lands are inalienable and impartible, which I think they already know that they have powers under Regulation XI. of 1816, and that their performance of their duty of reporting all occurrences will be strictly enforced. This latter duty they at present in great measure neglect to discharge. Major Balmer has made extensive inquiries into this subject since my return to the plains, and is most anxious that the Mujjis should be formally acknowledged and their powers made known to them. He agrees with me that the power to try petty thefts would be better withheld for the present, and Regulation IV. of 1821 may perhaps be omitted from the contents of the Statute Book of the Agency tracts. No reference has been made to this office on the subject of the Scheduled Districts Bill. When the action to be taken under that Bill is considered by Government, this matter may be decided.

41. No event of any note occurred on my march from Koraput eastwards. The traffic from the ghât was said to be rather above the average this year, but seemed insignificant after the press of carts and Brinjari tándás I had left in the Rayaghada gorge. I greatly regretted to meet trains of unladen bullocks whose drivers had been unable to obtain salt, there having been none at Bimlipatam for some time. It is to be hoped that when the extension of the pans at that place is carried out the public will reap the benefit.

42. From Rotenghi on the 18th February I descended to Sunki, and next day turned over the shoulder of the hill and leaving the Pachipenta ghât passed down the new track to Tádivalsa on my way to Salur. The work executed already by Mr. Nordmann is admirable, and the road when made will be very suitable for a light railway, were there any traffic to justify the laying of one. Blasting at great cost is being proceeded with, and some very difficult cutting has already been done. Water is avoided wherever possible throughout the trace, and scarcely any reverse slope is encountered. I cannot tell when this great work will be finished, but can hardly believe that the work to be done can be got through before the end of the working season of 1877. I must solicit that orders be passed on a point submitted by the late Acting Agent at his Special Assistant's instance (*vide* Proceedings, Madras Government, Judicial Department, 2nd October 1874, No. 1840). The Special Assistant urges therein "that it should be laid down as a rule for Mr. Nordmann's guidance that it is of more urgent importance to keep in good order the existing ghâts than to complete the new one a few days earlier." Mr. Webster fully accepted this proposition. As Mr. Nordmann protested that the

Assistant Agent's conduct of the work necessary to keep the old Tádivalsa and Pachipenta ghâts passable would result in attracting to the Assistant Agent all available laborers, it was left to the District Engineer to allot the money to Mr. Nordmann in order that he might expend it to the best advantage under the supervision of the staff he now employs and with his own gangs. At the time of my visit there were plenty of laborers on the new ghât works, but no repairs of any kind had been made on the old track, which was in a most dangerous state. Mr. Nordmann did not require the 2,000 Rupees, and the Special Assistant was unable to arrange for the execution of this most necessary work. The grant lapsed, and, as detailed in Proceedings, 13th March 1875, No. 711, could not even be diverted to emergent needs elsewhere.

43. The lavish generosity of Government in subsidizing the Jeypore Zemindar with the grant for this ghât (fifteen years' purchase of the total land revenue of his country) leads me to hope success for my recommendation to lay a charge upon his north-eastern taluqs for some part of the taxation whence their pressing needs must be met.

Jeypore Land Revenue is permanently settled at three shillings per square mile, and the cost to Government of Police (excluding other administration) therein is thirty shillings per square mile. If the Tádivalsa ghât were a trade route of importance, its completion even at great cost would interest the provinces on the east and west of Jeypore, but this is not so. The traffic of this year, despite the diversion to new routes of a part of the trade of Chattisgarh, which is reported to be a result of the late apprehended scarcity in Bengal, has been as follows during the season of greatest activity. In the months of December, January, and February about 52,500 bandies and 10,000 bullocks enter Bimlipatam in a month, thereof about 17,500 bandies come from the following directions:—From the south-west by Gumbhirám 3,000, from Bowdára and the west 2,000, from Salur 7,000, from Rayaghada through Parvatipur 5,500. The bullocks come one-third from Salur, two-thirds from elsewhere. Two-thirds of the 52,500 bandy loads contain grain, indigo, and oil, the produce of the plains of Vizianagaram, Bobbili Palconda, and other estates. Besides the 5,500 bandies leaving Rayaghada monthly for Bimlipatam, more than 4,000 bandies and 1,000 bullocks pass thence monthly to Palconda en route for Calingapatam and Nowpáda, making a total monthly efflux of nearly 10,000 bandies and 2,500 bullocks from Rayaghada alone as against 7,000 bandies and 3,000 bullocks from Salur. A large part of the traffic from Chattisgarh and Raepore passes down the valley of the "Vamshadhárá" through Gunapur to Calingapatam and Nowpáda. The Salur traffic is that of Jeypore proper, and is 50 per cent. less than that of Rayaghada, which has no ghât to encounter on its way westward, whilst the few Brinjaries who penetrate through Jeypore to the forests and swamps beyond it have to ascend 4,000 feet and then descend 3,000 on their way.

44. The collections of the north-eastern taluqs (Rayaghada and Gunapur with Narrainputnum and Alamunda) slightly exceed two lakhs according to present accounts. I propose that this tract be constituted a Local Fund Circle to be called the Rayaghada Circle. Its members might be selected from the list I have given in Appendix A to this letter. Its income would be Rupees 13,000 from land-cess,

and its immediate work would be the provision of accommodation for the traffic. A bridge at Rayaghada is the first and most emergent work, the crossings between Rayaghada and Bissemcuttack must be given better slopes, and the road marked out and difficult places made easy all the way to the border. Schools at Rayaghada, Comatipêta, Singapur, Bissemcuttack, Ombadola, Godairy, and Gunapur need maintaining. The accommodation of the through traffic is a perfectly fair local charge in the present case. Its growth is opening markets for produce throughout the tract and bringing the money into the country which it so much needs to develop its material resources. I consider that meetings of the new Local Fund Board could not be arranged more frequently than once a quarter, but this does not seem to me a fatal objection in all the circumstances of the case. The gentlemen whose names are entered in the appendix might be trusted to appreciate justly the wants of the taluq, and to give most valuable advice to the Senior Assistant Agent.

45. The Raja of Jeypore will have ample scope for the exercise of his liberality and the judicious improvement of his estate in the execution of works above the ghâts. As I have pointed out previously the dominions to the east and to the west of the Rayaghada and Gunapur valleys have great interests at stake and demand facilities for the interchange of commodities.

46. I now proceed to the review of the work done in the Court of the Agent and those subordinate thereto.

Civil Returns.—The suits instituted in my Court and in the Courts subordinate thereto in the year were 224, and the number pending at the commencement of the year was 79, the total for disposal was thus 303, of which 253 were decided and 53 were pending at the close of the year. Three appeals were instituted in my Court during the year; they were referred to the Senior Assistant Agent for disposal. One of the appeals was decided and two were pending.

Criminal Returns.—Forty-two persons were committed to my Court during the year, of whom thirteen were arraigned on the charge of murder, and nine were convicted. Eight were sentenced to death, and one to ten years' imprisonment. The High Court commuted the death sentence in the case of two persons to one of transportation for life, and in the case of one convict the Government commuted the death sentence to penal servitude for life on the ground that he was physically unfit* to be hanged. In the case of the convict sentenced to ten years, the High Court enhanced the punishment to transportation for life. Of the four persons acquitted, one was a lunatic and was acquitted on the ground of insanity and transferred to the Lunatic Asylum under orders of Government.

* From goître.

One case was sent up as a case of culpable homicide not amounting to murder, on trial the offence committed was found to be that of "using criminal force" only.

There were only two cases of offences against property, mischief by fire, and they were convicted.

The total number convicted was twenty-three, and the persons acquitted were nineteen.

The Assistant Agents tried ninety-nine persons, of whom forty-eight were convicted. Of the 1,694 persons tried by the Taluq Magistrates, 830 were convicted.

47. The Abkári revenue derived during the year will exceed Rupees 40,000, being an increase of over 5 per cent. in the previous year. Details are given in an Appendix D. The increase which may be expected to continue is due to increase of population and of wealth. The increase will be more satisfactory, if the measure I advocate in paragraph 36 *supra* be adopted.

48. The health of the camp was throughout better than it has ever before been. Major Balmer and I both suffered two attacks of fever, but in neither case was the attack severe. A large proportion of halts was a principal cause of our attendants escaping fever very generally.

49. I solicit sanction for the expenditure incurred during the tour Rupees 688-15-0. Detailed bill is enclosed.

P.S.—I have the honor to submit a sketch map* in illustration of the above letter, and to request that lithographed copies thereof be supplied to the Agent to the Governor and the Deputy Inspector of Police, Northern Range, such copies are of great use to accompany reports, and cannot be prepared in our offices.

* Per coasting steamer.

No. 88. From H. ST. A. GOODRICH, Esq., Acting Agent to the Governor of Fort St. George in Vizagapatam, to the Hon. D. F. CARMICHAEL, Officiating Chief Secretary to Government, Fort Saint George, dated Vizagapatam, 1st May 1875, No. 250.

With special reference to the 43rd paragraph of my letter, No. 178, dated 1st April 1875, I have to request that the letter, copy whereof is herewith submitted, may be admitted as an annexure to that letter.

2. When I wrote I was under the necessity of basing my calculations of the traffic upon somewhat fragmentary returns procured by the District Engineer. I have now the figures for the four months, December 1874 to March 1875. Mr. Willock has checked them and superintended their collection with great care, and his letter describes the difficulties, despite whereof the traffic clings to the line marked out by nature. The chance of a light tramway paying the cost of its construction appears to me to be excellent, and I will address Government again on the subject in a few weeks, when the season for transporting merchandize ceases with the early rains, and the complete returns of the year can be given.

From W. A. WILLOCK, Esq., Acting Senior Assistant Agent, to H. ST. A. GOODRICH, Esq., Acting Agent to the Governor of Fort St. George in Vizagapatam, dated Vizianagaram, 13th April 1875, No. 111.

I have the honor to forward, herewith, the traffic returns which I had taken at Rayaghada on the Brinjari route from Parvatipur to the Central Provinces.

2. The returns commence from the 18th January. The Brinjaries had been coming in considerable numbers before then, so that the numbers given do not show anything like the total amount of the traffic of the season up to date. I have not yet received accounts later than those of the 3rd instant, but the figures show that up to that date there is no sign of the traffic of the year being near its close, and I think that an average of 10,000 bullocks a-week may be expected up to the end of this month.

3. The bandy traffic of the two-and-a-half months amounted to 2,555 carts passing up and 2,429 down. The former were for the most part empty, though a few carried light lo salt. The latter were almost all laden with oil seed produced in the Rayaghada and Gu taluqs or brought to Singapur by the Brinjaries.

4. The large proportion of empty bandies which go up the valley is owing to there several nullahs, such as the Rayaghada river, where a loaded cart experiences much gr difficulty in ascending northern bank than the southern, which is usually lower. I expect to all these obstructions removed to a great extent by next season. The proportion of empty ba to the total traffic was 38 per cent.

5. The total number of bullocks was 110,277, of which 69,117 were on their wa Parvatipur, and 41,160 going in the opp direction. The difference between the nu is partly owing to the Brinjaries taking two to three weeks to return to Rayaghada after completing their business at Parvatipur, partly to their selecting more circuitous routes for their return in the hot weather to enable t to find more food for their cattle.

The average percentage on Salur road of empty bandies is forty, and that on the two roads of Parvatipur being forty-six.

6. Of these bullocks 17,658 were unladen, 3,208 passing towards Parvatipur, and 14,45 the opposite direction. Almost all those going towards Parvatipur were either young or animals, or carrying the samán of their owners, so that not more than 11,000 of the animals a able for carriage returned empty to the Central Provinces. As nothing but salt is taken away f this district, I think that the very large proportion of animals which return laden with it sh clearly that the produce brought to Parvatipur is not so much the surplus of the districts f which it comes as the amount of grain, &c., which the inhabitants find will procure them supply of salt required for the year. This can be but a small proportion of what the sur produce is, or would be, were communications easier and cheaper. Particulars of the loads w taken and show that during the two months and a half 555 garce of salt, 41,700 bullock and 1, bandy loads of gingelly oil seed, 4,546 bullock loads of wheat, and 17,313 of cotton passed thro Rayaghada. The remaining bullocks were laden with castor and mustard seeds, horns, lac, &c

Taking the usual rate of six bullock loads to one bandy, we find the total traffic to be equi lent to about 23,500 bandy loads, or an average of 9,500 bandies per month, of which 7,600 laden with produce or salt.

7. The traffic returns of the three Local Fund roads, connected with the Agency tracts, g the following results from 1st December to 1st April :—

	Total monthly average.	Average of laden bandies.
Parvatipur, Chicacole	7,769	4,469
Do. Ramabhadrapur	8,742	5,481
Total Parvatipur Road Traffic	16,511	9,950
Salur Ramabhadrapur	8,597	5,314

As many of these bandies are employed in purely local or passenger traffic, these returns sho that the produce down the Pachipenta ghât must be a long way under that from Rayaghad probably not more than one-third or even less.

The returns on these roads for April have not yet come in, but I think it will be found whe they do that the Salur trade of the year is almost over, while the stream from Parvatipur sti continues as the Brinjaries are even now coming down in as great numbers as ever, and ther must be large quantities of produce with the Parvatipur merchants, and in the surroundin Brinjari camps.

8. The fact of almost all bullocks returning laden with salt seems to me to show, as I hav said above, that this Brinjari traffic is capable of indefinite extension. The only limit is th difficulty they experience in finding food for their cattle in the last hundred miles of their journey Th only route from Parvatipur north is the direct line up the Rayaghada valley to Camatlapet, about forty-five miles. Here the tracks branch off, one running to the east of the Neemgiris to Ombadda *via* Vissamcotta and the other to the west* to Singapur. From these two places the routes branch off in different directions, and no further difficulties in the way of forage are experienced.

* There is no ghât on either route.

9. If good bandy communication existed between these places and Parvatipur, I do not think that many of the Brinjaries would come further. They would probably make a second journey instead. The Parvatipur merchants would soon make arrangements for meeting them there, as the Rayaghada valley is rapidly losing its reputation for jungle and fever.

NOTE.—At present Annas 14 per bullock load is paid from Singapur to Parvatipur. The proper bandy hire on a good road would be Rupees 4, or about Rupees 1-8-0 less both up and down.

10. At present most of the bandies which pass through Rayaghada go on to Singapur. A few meet the produce which comes down the Vissamcotta tract at Camatlapet. The present track to Singapur is a very fair, fine weather one, though it has some serious obstacles in the way of immense nullahs, and a small ghât of about 100 feet or so near Chikarapy, twelve miles from Singapur.

11. The principal obstacles lie between Rayaghada and Parvatipur, and of these the entrance to Rayaghada itself is about the worst. The bandy traffic is also greatly interfered with towards the latter end of the season by the heaviness of the present track, as it gets cut to pieces by the enormous traffic along it which nothing but a regular made road can be expected to withstand.

12. The Jeypore Raja has now placed Rupees 3,000 at my disposal for improving the roads in his estate, and with this I expect to be able to bring all the bad parts to a slope easily practicable for laden bandies; but as there appears to be a probability that something may be done by the Department of Public Works towards making a pucka road, I do not think it desirable to spend too much of this on these works, as a new road may follow a slightly different track.

Should there be no intention of this being done, I think Government might be asked to supplement the grant of the Jeypore Raja, as was done in Malkanghiri.

13. At present I have only Rupees 1,875 jungle clearing funds, and Rupees 550 from the Local Funds to keep the paths free from jungle and the roads in order in Agency of my Division, the population of which is about 170,000 persons. With what I could spare out of this and small sums which could not be expended in the other Agency Divisions, I have during the last two years thrown up earthwork for about five miles beyond Parvatipur, and about one-half of the distance is now kunkured. I hope to have the rest finished before the rains, and if money be placed at my disposal I think I could make a road up to Rayaghada in two years.

The present track becomes practicably impassable for bandies as soon as the rains begin, and for five months Rayaghada is almost as completly cut off from the plains as any part of Jeypore above the ghâts.

14. This alone I believe prevents it from becoming one of the most important and rising towns in the district.

No. 83. From H. ST. A. GOODRICH, Esq., Acting President of the Local Fund Boards, Vizagapatam, to the Hon. D. F. CARMICHAEL, Officiating Chief Secretary to Government, Fort St. George, dated Vizagapatam, 22nd May 1875, No. 923.

In connection with my recommendation (conveyed in my letter to the Secretary to the Board of Revenue of 11th May 1875, No. 819, paragraph 3) that the division of the district now forming my Senior Assistant's charge be constituted in future the charge of the Principal Assistant, and with my previous recommendation (conveyed in my report on the Hill tour of last season) that

No. 178, dated 1st April 1875, paragraph 44.

new Local Fund Board be constituted to consist of the taluqs of Rayaghada and Gunapur, I beg to advocate the following arrangements.

2. In addition to Rayaghada and Gunapur, I would include in the new Circle Parvatipur, Bobbili, and Palconda.

3. The list of persons qualified to act as members, given by me in the Hill tour report, will lose the Senior Assistant's name, and may be increased by the addition of the Principal Assistant, the Dewan of Bobbili, the Zemindars of Kurupan, Sangamvalsa, Belgaum, the Managers of Chemudu and Meranghi, and a representative of Messrs. Arbuthnot and Co., from Palconda.

4. The results will be to deplete the Board of Vizagapatam Circle already too numerous and to give the new Circle a sufficiently wide field for the selection of members; the new Circle, as a district, will further be a less artificial creation than the tract which I at first assigned to the new Board.

5. The new Circle should be called the Parvatipur Circle. Its income will be approximately Rupees 55,000, including Rupees 4,000 for Palconda tolls.

From E. C. JOHNSON, Esq., Acting Special Assistant Agent, to H. ST. A. GOODRICH, Esq., Acting Agent to the Governor of Fort St. George in Vizagapatam, dated Koraput, 22nd March 1875, No. 52.

In G.O., Public Works Department, No. 654, dated the 6th instant, Government call for certain information concerning roads in Jeypore. This I have the honor to furnish as far as lies in my power.

2. In the first place I must observe that I have never seen G.O., No. 254, dated January 27th, 1871, therein alluded to. No copy of it is in the records of my office. I have a copy of G.O., No. 2021, dated August 22nd, 1870, which contains the same set of figures; but nothing to show that Government accepted either them or the scheme therein set out. I state this in explanation of my apparent disregard of the directions of Government in the matter.

3. At the time that I took charge of this division in April 1873, the following were the works complete and in progress:—

I.—Ghâts from the plains to the upper level of Jeypore—

1. Galicondah—finished, but utterly out of repairs.
2. Old Pachipenta—finished.
3. Tádivalsa—finished.
4. New ghât to be made by Public Works Department in contemplation, but line not yet decided.

II.—Ghâts from high plateau to centre plateau, *i.e.*, from 3,000 to 1,800 feet level—

5. "Turner's" ghât to Jeypore—finished.
6. Pettah ghât on old Galiconda road, out of repairs.
7. Cheptam, or Maggera ghât, in progress.

III.—Roads—

8. Potenghi to Koraput, twenty-eight miles—finished and in good order.
9. Koraput to Jeypore, fourteen miles (includes No. 5)—finished and in good order.
10. Galicondah to Jeypore, seventy miles (includes Nos. 1 and 6)—completely out of repair.
11. Koraput to Naorangpur, thirty-six miles (includes No. 7)—in progress, about ten miles made, three of which were ghâts.
12. Road from Govindapilli to Moat, about seventy miles—just commenced.

To these I have subsequently added—

13. Branch of 11, from Borigama to Kotipad, eighteen miles.
14. Jeypore to head of Govindapilli ghât (Malkanghiri), about fourteen miles.

3. Comparing these with the list in the Government Order under notice, it will be seen that No. 1 in the Government Order corresponds with No. 10 (including Nos. 1 and 6) in my list. On this work no money has been expended for many years past, the route having fallen into almost entire disuse since the opening of the Pachipenta and Tádivalsa lines.

No. 2 in the Government Order comprises Nos. 2, 8, and 9 (including No. 5) on my list. All these are in fair order, with the exception of No. 2, to which nothing has been done since it was handed over to the Public Works Department last year.

No. 3 in the Government Order comprises No. 11 (including No. 7) and No. 13 on my list with the exception of twelve miles between the junction of the two and Naorangpur. This twelve miles forms part of the mainline to the Central Provinces proposed by Colonel Farewell in his letter, dated 27th March 1873, and apparently approved of by Government in G.O., No. 1587, dated 18th June 1873. It also links one of my cusba stations with the system.

No. IV. in the Government Order has never been undertaken, and is not, in my opinion, an advisable line, as it is not one which traffic would ever take. Nandapur requires a road, but that should connect it by the shortest route possible with the new Pachipenta ghât, joining the main road (No. 8 in my list), about seven miles from the head of the ghât.

No. 3 in my list was specially sanctioned by Government to be constructed at the expense of the Jeypore Raja and subsequently taken over from him—*vide* G.O., No. 215, of 28th February 1871, and No. 1487, dated 25th October 1872.

No. 12 was sanctioned in G.O., No. 950, 20th July 1872.

No. 14 has had no special sanction, but was commenced by me as a necessary extension of No. 12.

4. The accounts on record up to the end of 1872-73 do not distinguish the expenditure on each separate work. The following table shows the expenditure during 1873-74 and 1874-75 (up to the 28th February), and also the present condition of each work:—

EXPENDITURE.

Number.	Name.	Up to 1872-74.	1873-74. New Works. Rs. A. P.	1873-74. Repairs. Rs. A. P.	1874-75. New Works. Rs. A. P.	1874-75. Repairs. Rs. A. P.	Total 1873-74 and 1874-75. Rs. A. P.	Present Condition.
1	Galiconda Ghât	Not known...	... ...	... ...	... ...	... ...	963 11 9	Fourteen miles of ghât; now in bad repair.
2	Pachipenta ,, ...	Do. ...	... ...	963 11 9	... ...	... ...	284 10 4	Eleven miles of ghât; now in bad repair.
3	Tádivalsa ,, ...	16,000	... ...	284 10 4	... ...	... ...		
4	New Pachipenta Ghât ...	Under Public Works Department.	... ...	... ...	... ...	... ...		In bad repair.
5	Included in No. 9	.....	... ...	... ...	... ...	... ...		
6	Petta Ghât	Unknown ...	... ...	... ...	... ...	... ...		
7	Included in No. 11	.....	... ...	... ...	... ...	... ...		
8	Road from Potenghi to Koraput.	Unknown ...	... ...	595 0 0	... ...	... ...	1,856 4 10	Twenty-eight miles; road in good order.
9	Road from Koraput to Jeypore.	Do. ...	... ...	150 0 0	... ...	... ...	610 8 6	Fourteen miles; in good repair.
10	Galiconda to Jeypore ...	Do. ...	... ...	147 0 0	... ...	... ...	12,503 15 10	In complete disrepair.
11	Road from Koraput to Naorangpur.	About 5,000.	6,732 8 0	... ...	5,545 13 2	78 10 8		Thirty-six miles of road open, of which about fifteen still require improvement before the road can be called completed.
12	Road through Malkanghiri.	Nil	2,000 0 0	... ...	2,000 0 0	... ...	4,000 0 0	Being made in sections; about twelve miles made here and there.
13	Road from Boriguma to Kotipad.	,, ...	850 6 5	... ...	1,230 0 0	... ...	2,080 6 5	Eighteen miles all made; but part still requires gravelling.
14	Road from Jeypore to head of Govindapilli Ghât.	,, ...	400 0 0	... ...	... ...	... ...	400 0 0	About fourteen miles, of which five are made but not gravelled, and more in progress.

5. I now proceed to discuss the questions of what works are necessary to complete a system of roads adequate to the present wants of Jeypore. The scheme laid down in the Government Order under notice is necessarily a crude one, having been drawn up by Mr. Cleghstoun, as he states, at short notice, without proper data, and when he had been only a couple of months in Jeypore.

I would propose the following :—

I. Main Northern Road consisting of the following Sections :—

1. Koraput to Potenghi, twenty-eight miles.
2. Koraput to Naorangpur, thirty-six miles.
3. Naorangpur to Raighur, about sixty-five miles, with a branch.
4. Boriguma to Kotipad, eighteen miles.

II. Main Southern Road consisting of the following Sections :—

1. Koraput to Jeypore, fourteen miles.
2. Jeypore to Kullar, about fourteen miles.
3. Ghât from Kullar to Govindapilli, fourteen miles.
4. Govindapilli through Malkanghiri to Moat, about seventy miles, with a branch to connect it with Great Nothern Road, *viz.*:—
5. Jeypore to Boriguma, twelve miles.

III. Road through Nandapur and Hill Madagole; from about Kundili on I. 1 by Nandapur to Paderu in Sections.

1. Kundili to Nandapur, eight miles.
2. Nandapur to Paderu, about thirty-eight miles.

I would not advise any expenditure on the old Galiconda line, it having, as I have already stated, been nearly abandoned by traffic. What traffic passes over the Galiconda ghât does not go to Jeypore, but down the Badigeda ghât to Malkanghiri.

6. The Main Northern Road is required not only to develope a fine tract of country, but also to open up a through traffic with the Central Provinces. That such is desirable Government seem to admit in their Proceedings, No. 1587, dated 18th June 1873.

Section 1, *Potenghi to Koraput.*—Potenghi is at the top of the Pachipenta ghât, and at it the old Pachipenta, the new Pachipenta, and Tádivalsa lines converge. The twenty-eight miles are open throughout and in fair order; but when the new ghât is completed it will have to be converted into a pucka road, as the present wooden bridges would not long stand heavy wheeled traffic. Until taken over by the Public Works Department it should have a maintenance allowance of Rupees 50 per mile. Repairs are costly owing to large bullock traffic and the numerous bridges.

Section 2, *Koraput to Naorangpur.*—Koraput is the official headquarters of the division; Naorangpur the headquarters of a Sub-Magistrate. This road is open throughout thirty-six miles, but will require about 5,000 Rupees more to put it on a satisfactory footing. It will also require a maintenance grant of about 25 Rupees per mile.

Section 3, *Naorangpur to Raighur* as yet uncommenced.—This will cost about Rupees 500 a-mile, or per sixty-five miles Rupees 32,500, and will require a maintenance of Rupees 25 per mile.

Section 4, *Boriguma to Kotipad.*—The latter is a Sub-Magistrate's headquarters. This road, eighteen miles, is open throughout, but still requires about Rupees 1,500 laid out upon it. It will also require a maintenance allotment of Rupees 25 per mile.

7. *Main Southern Road.*—The natural outlet of the centre and lower levels of Jeypore is the Godavery; by this route the traffic can get to the coast without going up a ghât. To get from the mid level of Jeypore to Vizagapatam you have first to go up a ghât of 1,200 feet and then to go down one of 3,000. This distance from Jeypore to Salur by this route is about sixty-six miles, and from Salur to Bimlipatam forty-six more. From Jeypore to Moat, from which place there is water carriage to Cocanada, is only about ninety miles; and there is only an easy ghât of about 1,000 feet to go down. Government have already decided on making a line from the foot of that ghât to Moat; and I think it should, for the reasons above stated, be carried on to Jeypore.

Section 5.—*From Jeypore to Boriguma* is required to connect the main northern and main southern lines on the mid level, or 1,800 feet plateau.

Section 1, *Koraput to Jeypore*, fourteen miles, including a ghât of 1,200 feet.—This is completed and in good order. Requires a maintenance grant of Rupees 50 a-mile.

Section 2, *Jeypore to Kullar*, fourteen miles.—Of this five miles are made, but not gravelled; this portion will require about 500 Rupees to complete it; and for the remaining nine miles at Rupees 300 a-mile Rupees 2,700. Maintenance allowance Rupees 25 per mile.

Section 3, *Kullar to Govindapilli*, fourteen miles, with a ghât of 1,000 feet.—Will require Rupees 300 per mile for eight miles, and Rupees 1,000 per mile for six miles. Total Rupees 8,400 with a maintenance of Rupees 50 per mile.

Section 4.—For this section, about seventy miles, Government have granted Rupees 6,000 to supplement a similar grant from the Raja. It can probably be roughly made for about Rupees 200 per mile or Rupees 14,000, and will require a maintenance allowance of Rupees 25 per mile.

8. *Road through Nandapur and Hill Madagole.*—This will tap the whole of the 3,000 feet plateau.

Section 1.—*From Kundili* (on Great Northern Road) *to Nandapur* should be made as soon as possible. It would cost about Rupees 500 a-mile, or Rupees 4,000 altogether, with a maintenance of Rupees 25 per mile. The continuation of this line to Paderu may be deferred. It would cost about Rupees 11,400.

The following table shows in an abstract form the above proposals and their probable cost. I also enclose a sketch map, showing the different lines, and natural features of the country :—

No.		Name of Work.	Expenditure up to date.	Sum required for completion.	Proposed yearly charge for Maintenance.
			RS. A. P.	RS.	RS.
I.	1	Potenghi to Koraput	Not known.	...	1,400
	2	Koraput to Naorangpur, about... ...	17,500 0 0	5,000	900
	3	Naorangpur to Raighur	... ...	35,500	1,625
	4	Boriguma to Kotipad	2,080 6 5	1,500	450
II.	1	Koraput to Jeypore	Not known.	...	700
	2	Jeypore to Kullar	400 0 0	3,200	350
	3	Kullar to Govindapilli	... ...	8,400	700
	4	Govindapilli to Moat	4,000 0 0	8,000	1,750
III.	1	Kundili to Nandapur	... ...	4,000	200
	2	Nandapur to Paderu...	... ...	11,400	900
			... ...	77,000	8,975

9. There still remains for consideration one important point, *viz.*, from what source the money for these works is to come. In an ordinary district the road-cess, supplemented by a grant from Provincial funds, would provide the necessary sums. I do not think, however, that any doubt can be entertained as to the impropriety of as yet introducing the road-cess into a wild country like Jeypore. At the same time the Raja knows well the power we possess of introducing it at will, and the amount he would have to pay under it, and would be quite willing to pay any reasonable yearly grant as a compromise.

10. Under these circumstances, I would suggest that the Government should make a yearly grant for Jeypore roads of Rupees 8,000, on condition of the Raja giving a similar amount. There would thus be yearly available a sum of Rupees 16,000, Rupees 4,000 of which might be allotted to the Senior Assistant Agent (I limit the sum, as I do not think that he could well spend more), and the balance Rupees 12,000 be expended in Jeypore proper, when the whole of it is required. The works specified in the scheme (whatever it may be) to be now approved by Government should be gradually carried to completion, and no other works commenced without special sanction.

Proceedings of the Madras Government, Judicial Department,
18th October 1875.

No. 84. [illegible] THEREON, 18th October 1875, No. 2257.

In the course of his late Hill tour, Mr. Goodrich first visited the SAVARA and KHOND tracts of the Gunapur taluk, Jeypore. The Savara muttás lie to the east and north-east of the town of Gunapur. The country is divided into two plateaus, the lower containing the Tolana and Wadasaur valleys, the upper the Puttásinghi valley. Some disturbances in 1864 and 1865 led to the establishment of a strong Police post at Wadasaur in January 1866. Subsequently a post was placed at Puttásinghi: there are now twenty men there, and eighteen at Wadasaur. The Savara tribe is entirely engaged in peaceful pursuits—the Constables have brought up their families and the stockade round the barracks has been removed as unnecessary. Last year, the then Acting Agent, Mr. Daniel, proposed to break up the Wadasaur post, and distribute the men at Moang and Koirguda, two new stations in the adjoining Khond country. The Officers of Police objected entirely to be without at least a minor post at Wadasaur, and finally it was decided that the question should lie over till the country was again revisited by the Agent and Deputy Inspector-General. It is now proposed to reduce Wadasaur from eighteen to seven men, placing the eleven men withdrawn from it at Dibbaguda in the Khond muttá of Sirdarpur. A post at Dibbaguda appears highly desirable, and as all the authorities appear to be agreed, this may be established; the suggestion of raising Wardasaur from seven men to ten by withdrawing three from Puttásinghi should however be considered. Puttásinghi, it is observed, has two strong Ganjam stations in its immediate vicinity; *viz.*, Callicote, six miles to the south and Noagada, six miles to the east; and another in Surangi. Three additional men at Chandrapur and Bijipur (Khond muttás) should be obtained by reductions in the general Police force—if any such can be effected by the Inspector-General, with whom the Agent should communicate. The large station (sixteen men) at Jagdalpur north of Bissemcuttack, in the same way; though a part there is probably of less moment, the Tát Raja at Bissemcuttack having all his Khonds well in hand.

G.O., 19th May 1874, No. 913.

G.O., 10th July 1874, No. 1251.

G.O., 2nd October 1874, No. 1840.

2. *Paragraph* 17.—This boundary dispute has no doubt been duly settled. The Government approve Mr. Goodrich's proposals to define the boundary between Jeypore and the Kimidi tracts of Ganjam, where they are at present unsettled. Arrangements might be made for Mr. Willock meeting Major Smith next cold season and for these two officers determining the line.

3. *Paragraph* 20.—Mr. Willock's exertions in regard to the improvement of the old track between Parvatipur and Rayaghada are very praiseworthy. A bridge at Rayaghada is a great want. The Raja of Jeypore has, it is noted, (paragraph 30) given 3,000 Rupees to this road; and as orders have been issued for the inclusion of the Rayaghada taluk in the northern Local Fund Circle of the district, the bridge will no doubt be shortly taken in hand, as a work tending so obviously to the advantage of Parvatipur and other emporia of trade at the foot of the ghâts.

4. *Paragraph* 27.—The dispute between Bustar and Jeypore here adverted to has, it is observed, been now settled by a suitable admonition addressed to the Bustar Chief by the Chief Commissioner, Central Provinces.

G.O., 25th June 1875, No. 1418.
,, 6th August ,, ,, 1735.

Paragraph 28 has reference to the Paiks or semi-military vassals of the Raja. The suggestion that those of this body who are not actively employed by the Raja should be enrolled as Government servants—with their present landed tenements as their salary—and be engaged as escorts, jail guards, road maistries, &c., would be inequitable to the Raja. Having, from the permanent Settlement down to some fifteen years ago, had the entire Police duties of his vast Zamindari thrown upon them, and having been surrounded by turbulent neighbours and forced to control the wilder indigenous tribes—the successive Chiefs of Jeypore have been compelled to raise and maintain considerable bodies of militia, their own clansmen, assigning rent-free lands for their sustenance. The proper course now is to induce the Raja to notify to these men—not all at once, but by degrees and taking separate divisions of the country in turn—that their services are no longer required and that they will continue to hold their lands, subject only to a moderate quitrent, and on condition of personal attendance at the Dasera, &c.:—following in short the practice recently adopted by the Government with the Kattubadi peons of the Ceded districts, under the Inám settlement.

6. *Paragraphs* 33 *and* 34 report an arrangement which has been arrived at for a division of duties between the Dewan and his Assistant. The Agent inadvertently speaks of "the two Dewans." It should be understood that Appa Ráo is really subordinate to Puttábhirám.

7. *Paragraphs* 35 *to* 38.—The Government are not prepared to increase the pay of the Jeypore Taluk Magistrates in the manner suggested. The Gunapur Sub-Magistrate, who has the most important charge, the Khond and Savara muttás, receives 150 Rupees a-month; the others 100 Rupees with travelling allowances when on Abkári duty. This would appear to be sufficient, as those selected are not the best men in the service (who would not leave the low country) though answerable to the more limited duties of simi-civilized tracts.

8. The charge of the Koraput Sub-Magistrate is undoubtedly extensive; but as the Special Assistant, whose headquarters are at that place, must relieve him of a good many cases, and as the chief argument for giving another Sub-Magistrate to the taluk is based on the impossibility of one officer supervising the entire Abkári of the taluk, a remedy may be afforded by the addition of another Gumasta to the establishment—say, at 40 Rupees a-month—as soon as the present lease of the Abkári of the muttás known as "Hill Pachipenta" and "Hill Madgole" expires. This official would itinerate on Abkári duty throughout those muttás.

9. *Paragraph* 39.—The labours of Mr. Johnson, the Acting Special Assistant, in making and repairing the roads in his charge, are highly appreciated by the Government. His report will be furnished to the Department of Public Works together with a Memorandum by Mr. Turner, his predecessor, which may be usefully considered in connection with the information called for in that Department by G.O., 6th March last, No. 654.

10. *Paragraph* 40.—The action here proposed with regard to village headmen and village watchmen is approved. There appears no reason however why, at least the more intelligent of the former should not deal with petty thefts, as well as with petty assaults, inconsiderable affrays and the like.

11. *Paragraph* 42.—The progress of the new ghât under construction by Mr. Nordmann of the Department of Public Works is very creditable to that officer. The work should be pushed forward with all possible expedition; meanwhile however the old roads on the Vadivalsa and Pâchipenta ghâts should not be allowed to fall into the dangerous disrepair mentioned. The grant allotted for their upkeep was transferred from the Agency to the Department of Public Works—to prevent any clashing in the demand for labor; but if Mr. Nordmann finds in any year that he is unable to utilize the money, it should be made over to the Agency for use elsewhere.

12. *Paragraphs* 43 *to* 45.—The admission of Rayaghada and parts of Gunapur taluks into a Local Fund Circle has already been sanctioned; but with reference to the Acting Agent's opinion that the Rayaghada route is far more important than that being opened out with the Central Provinces *viâ* Salur and Jeypore, it is observed that taking three bullock loads as equal to one cart, the figures given establish a difference of only 26 per cent. less, instead of 50, as stated. Further the height to be overcome on the Salur ghât is 2,500 feet, not 4,000 feet. The descent, again, by the Magara ghât is not more than 800 feet, not 3,000 feet; while the further descent to the Dhamteri taluk of Raepore is of the same easy nature. So far also from there being nothing but swamp and forest beyond, as stated in paragraph 43, Mr. Goodrich must be reminded of the high upland plateau along the fertile banks of the Indravati—which he himself speaks of with admiration—and of the prosperous British taluk of Dhamteri, which, in exchange for the grain it sends down, draws the whole of its salt supply from Salur. When Mr. Nordmann's ghât is finished, the road will be completed—owing to the creditable exertions of the Agency officers—at least as far as Naorangpur, 120 miles from the coast, leaving about sixty miles to our frontier to open out. Meanwhile, on the Central Provinces side, there is a fair bandy road from Raepore to Dhamteri (thirty-six miles); leaving forty-five miles for the Central Provinces Government to complete—the intermediate country being of so easy a nature that rough wagons already ply over a considerable extent of the gap. The Rayaghada route is not to be depreciated; but as it is the more circuitous of the two, its consideration should not be allowed to relax the efforts which have long been directed towards the completion of the other.

G.O., 18th June, Department of Public Works, No. 1587.

Vide Colonel Farewell's report, G.O., dated 18th June 1873, No. 1587.

12. The Civil and Criminal returns call for no particular remark. Some details should be given in future of the *nature* of the cases tried in the country by the Special Agent and Sub-Magistrates. Sanction is given for Rupees 688-15-0 under tour expenditure.

13. The sketch map sent down with the report will be lithographed as requested. It answers its purpose though a more accurate map could be obtained from tracing the G. T. S. surveys.

(True Extract.)

Officiating Chief Secretary.

To the Agent to the Governor of Fort St. George in Vizagapatam.
" " " " " in Ganjam.
" Revenue Department.
" Public Works Department,
with Memorandum by Mr. Turner and a sketch map.
" Board of Revenue.
" Inspector-General of Police.
" Accountant-General.

105

Exd. J. Wright.

R 10 Jan 76 No 63 Mis.

Revenue Dept

No 4270

Govt. of {1875} Madras.

JUDICIAL.

To

THE AGENT TO THE GOVERNOR
OF FORT ST. GEORGE IN
VIZAGAPATAM,

&c., &c., &c.

Dated October, 18*th*.

Issued Nov 1st

Read. 1 End. 1 Rau

G.O., 18*th October* 1875, *No.* 2257.

OCTOBER.
Nos. 81—84.

Vizagapatam Agency.—Report of the Agent for the year 1874 reviewed.

No 2389

Received

Lud

9 Nov 75

Received.

20°

19°

Banskot

Kaskanda

Bera

Chochcha

Umerkote

Poraghur

Kelia

Boregam

Jaitgiri

Karikot

Jagdalpur

Sosahandi

Singapur

Korapu

Tuamal

81°

20

19

Munduguda
850 ft

Tumriband SM

Baringabadi

Belgar

1200 ft

Subarnagari

Kotgar

Jagdalpur

Patraguda

Kotragurh

Dongasuraba

Chendrapur

Raibisi

Bamiragam SM

Singapur

BISEMKATAK

Bijipur

Nolaghat

Mandibisi

Korlagati

Dorubada

Dungi

Godduri

Dibbaguda

Gumada

Khumbak

Gulitti

LIJBBA

Oodagheri

Noagada

GUNIPUR.

SM.

Wadasara

PUTTASINGHI

Khallikot

Kaidari

Kutluni

Sholapadam

BUTTILI

Sarungo

Lutchmipuram

Kurupam

Meranghi

Alamanda

Sangamwalasa

PARVATIPUR

VAMSHADHA

Ramgiri
Guma
Kudali
Kotta
Poondi
Kuttar
Petta
Dadi
Vasmatpur
Govindapalli
Bedigaila
Soga
Malli
Salini
Pudmagiri
Patgam
Kotametla
Merkapilli
Sujemkota
Pudowa
Sunkom
Kodumal Guma
Mulcakuri
Kilageda
Rudakota
Wandrajeda
Korukonda
Sikapilli
Kotapilli
Podem
Chintrakonda
Kattimetta
R. POTERU
R. SILERU
R. SABERI or KOLAB
GOLI HILLS
Gudiam
Kondasanta
Kristnadevipeta
Koyyur
Colugonda SM
Narsipatam
Rampilli
Uruttla
Kottam
Mullavaram
Duchanti
Kota
RAMPA
Chodavaram
MOAT
Rajahmundry
R. GODAVERI
82°
83°
Sangamvalasa
PARVATIPUR
M. SM.
Sitampeta
Kodur
Rajam
Ankapilli SM
PUDIMADAKA
Gollaconda pass
Ramanulsa
Wandrajeda
Vaa
Bobbili, and Central Provinces
Raipur Commission
Godavery
Government Talugs of Vizaga
Ex^d by J.W. JACKSON.

Sketch Map
of
Jeypore Zemindari and adjoining Territories,
Showing the Police Stations of the
whole Vizagapatam District and
those near its borders.

[Signed] H. Goodrich
Offg. Agent

Jeypore
{Bastar, and Hill, Panchpenta Hill, Malgole in Zemindari}
Vizianagaram
{Bobbili, and Central Provinces (Raipur Commissioner.}
Godavari and Godavery
Government Palugs of Vizagapatam

TRANSFER BY V. VARADARAJAH, M.A. AND C. SIRAVANAVALOO, M.A. AND LITHO. BY HILDREY GOVT. THOS. DE LA FORT'S CEN. OFFICE MADRAS 1876.

Sanjamvalasa
PARVATIPUR M. SM.
Buchampeta
Makkava
Sitaramanagaram
Chemudi
Bobbili SM
Amati
Borjavalasa
Jajati
Budarayvalasa
Andra
Gajapatinagaram SM.
Chipurpilli SM
Kasipur
Gujjangivalasa
Ponduru
Gantyada
VIZIANAGARAM SM.
Rahastalam
Kumili
Jami
Renga
Kotapalem
Neliachatram
Konada
Wattair
VIZAGAPATAM
Vellimukka
Bamidi
Waranasi
Parla Timidi
Pedda Dimila
Viraghottam
Nowlata
Timboor
Sitampeta
Sarvakota
Palkonda SM.
Hiramandalam
Jeliwar
Bomuru
Rajam
Narasamapeta
Purushotapur
Honzaram
KALINGAPATAM
CHICACOLE M.
Chilkapalem
AM. M.
84°