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Date of receipt 11.4.38
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MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No.	113	Press Mis.
Dated	25-4-	1862.

Not to be folded or roughly handled

17

*Proceedings of the Madras Government, Marine Department,
25th April 1862.*

No. 49. Read the following Proceedings of Government in the Public Works Department, dated 12th April 1862, No. 744.

*Requesting the Marine Department to arrange
for the proposal of the Collector of the Kistna
District to examine and report on the condi-
tion of the Port of Nizampatam being carri-
ed out, and approving his suggestion to employ
Captain Maiden, Master Attendant at Masu-
lipatam, in this preliminary duty.*

(Vide Proceedings Public Works Department,
dated 12th April 1862, Nos. 220 and 221.)

No. 50. ORDER THEREON, 25th April 1862, No. 113.

Communicated to the Superintendent of Marine, who will instruct Captain Maiden, Master Attendant at Masulipatam, to undertake the duty of examining the condition of the Port of Nizampatam, in communication with the District Engineer and the Collector.

(Signed) T. PYCROFT,
Chief Secretary.

REVENUE DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following Proceedings of the Board of Revenue:—

Submitting Memorandum from the Collector of the Kistna District on Cotton cultivation; and recommending that the subject of the roads, as well as that relating to the Nizam-patam port in that District, be referred for report to the Department Public Works and Superintendent of Marine respectively.

(Here enter 26th February 1862, No. 1,333.)

ORDER THEREON, 4th March 1862, No. 478.

1. The Collector's report will be communicated to the Department Public Works for the issue of orders regarding the communications and Ports.
2. The Collector ought to have reported the state of the roads at an earlier date, in order that measures might have been adopted for their improvement. The prosperity of a District depends so materially on its communications that their condition should always engage the Collector's prominent attention.

(True Extract.)

(Signed) J. D. SIM,

Secretary to Government.

To the Board of Revenue.

„ Department Public Works.

Exd. S. T. Augustin.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 26th February 1862.

Read the following letter from G. THORNHILL, Esq., Collector of the Kistna District, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, Chepauk, dated Repalli, 17th February 1862, No. 29:—

1. I have the honor, with reference to the Board's Proceedings, No. 1,635, dated 28th March 1861, to enclose a Memorandum of the state of the Cotton-growing Taluks of this District.
2. I regret that this report should have been so long delayed, and I am sorry that even now, I am not in possession of all the requisite information.
3. I am in expectation of a detailed report on the subject from the Sub-Collector, which will be submitted to the Board in due course. In the mean time, I beg to lay the accompanying brief Memorandum before the Board.

ENCLOSURE No. 1.

Memorandum.

TALUKS.	Extent of land.	
	Fasli 1269.	Fasli 1270.
	Acres.	Acres.
1. Palnad.....	57,140	57,166
1. Innakonda.....	7,996	7,939
1. Rajapett.....	13,925	13,531
1. Guntoor.....	9,703	9,369
1. Krosur.....	35,099	31,390

1. The principal part of the Cotton produced in the Kistna District is grown in the Taluks of Palnad, Innakonda, Rajapett, Guntoor, and Krosur. The area of land employed in its culture is given in the margin.

2. The Cotton so produced is partly consumed in the District, but by far the greater portion of it is transported by land to the northern Districts of Rajahmundry and Vizagapatam, where it is used by the

native weavers, but very little of it is exported by sea, and none is shipped direct for Europe.

3. The Cotton, which is picked in the dry season, is seldom cleaned, and packed before the setting in of the monsoon in June, and it cannot therefore be moved until the following December or January, as the roads are not passable until that time.

4. A portion of the crop is transported either on bandies or pack bullocks direct from the villages where it is grown, to the northern Districts *via* Bezoarah and Ellore, and a portion of it is carried by land to Amaravatee, a town on the bank of the Kistna 20 miles above Bezoarah, whence it is transported by water to Bezoarah by the Kistna river, and into the Godavery District by the canal and the Collair lake.

5. That the extent of land cultivated would be largely increased to meet a greater demand, or a rise in price cannot be doubted, as the soil suited to its cultivation is very widely spread over the whole of the Taluks above named.

6. The greater part of the Cotton grown now is of the sort called "Red Cotton," which I am given to understand, is not in demand for the European market.

7. The District was visited by an agent from one of the leading Mercantile Firms in Madras, with a view to ascertaining its capabilities as a field for export, and all the information available in the Office was imparted to the gentleman in question; but I have not heard that any subsequent action was taken in the matter.

INCREASING THE PRODUCE.—8. As to increasing the produce, I do not think that any measure of Government will have any effect upon it. There is abundance of room for extension of cultivation, and merchants have only to send their agents into the country, to enter into agreement with the cultivators, and to show them that the cultivation will be profitable, to induce them to bring more land under Cotton culture.

9. In the same manner it rests with the merchants to point out the kind of Cotton that is required, and it also rests with them to make arrangements for the more speedy and effectual cleaning and packing of the crop.

10. At present the crop is picked in the month of February, but as it is cleaned in the Ryots' own houses, it is not ready for packing and transport before the rains set in, and the roads become impassable.

11. The difficulty may be overcome by the merchants setting up cleaning machines of their own, and taking the Cotton uncleaned from the Ryots: it would be a question whether it would be better for them to clean it on the spot, or to remove the Cotton uncleaned to some point whence they could transport it *at any season* to the port of shipment; such places would be Amaravatee and Bezoarah, at both of which places water carriage would be available to the coast throughout the monsoon, when transport by land is almost impossible.

IMPROVEMENT OF COMMUNICATIONS.—12. Before considering the means of improving the communications with the ports, it is necessary to show briefly the present state of the country in that respect.

13. From the accompanying rough sketch, it will be seen that the river Kistna flows round two of the chief Cotton-growing Taluks. This river is navigable with difficulty during the rains as high as Mooktyala. Above that the bed is so rocky that boats are never taken up it, and it is certainly not susceptible of improvement speedily enough to meet the wants of the present time.

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14. Amaravatee is the highest point on the bank to which Cotton could be brought with any profit; from thence to Bezoarah the river is navigable for about six months in the year.

15. From Bezoarah the canal is open to Akmarru five miles from Masulipatam, and will, in a month or two, be open to the Fort at Masulipatam. It is also possible for boats to reach Cocanada *via* the Collair lake for six or seven months in the year, and the canal from Bezoarah to Ellore is also rapidly progressing.

16. With regard to the communication by land, the Taluks are traversed by the high road from Hyderabad to Madras Trunk Road No. 7 in a southerly direction, but the road does not lead to any of the ports of the District, and is moreover as bad as it can be.

17. There are no made roads from any part of the Taluks in question either to the river bank or to any port. The soil is for the most part black, and consequently the country tracts are impassable during the rains, but very fair during the dry season. Any attempt to make regular roads through the country except at great cost of time and money, would fail, and the only thing to be done is to remove the most serious obstacles in the lines so as to make them fairly passable in the dry season.

18. I subjoin a list of the routes which might, I think, be advantageously so treated. They lead either to the Kistna or to some point on the trunk roads.

19. The Trunk Road No. 6, high northern road, is in many parts so bad as to be little superior to the country tracts themselves. I would recommend the worst parts to be immediately put in order, especially that part between Guntoor where the branch roads Nos. 2 and 3 join it and Bezoarah.

20. The chief ports in the District are Masulipatam and Nizampatam. Ipurpollem and Motupalli are of inferior importance. I give a list of the different approaches to them from the interior.

21. Masulipatam is approached by the canal from Bezoarah, and by the high road from Hyderabad; the latter passes through black soil, and is unmetalled; it is consequently hardly passable in wet weather, and very bad in dry weather; it is bridged, and as Government have recently sanctioned a maintenance allowance of 150 Rupees a mile per annum, I do not think any thing more need be done as it runs *parallel* to the canal.

22. Nizampatam will hereafter be connected with Bezoarah by a canal; but two locks are still incomplete. There is a bad road to Guntoor partially bridged, on which small sums from local Funds are spent; but it requires much to make it even decently good, and I recommend sanction for completing it.

23. Ipurpollem has no approach; a branch from the Guntoor and Nizampatam road at Ponnur to Bapatla is being constructed from local Funds, which will be of some assistance to it; it is not a port of so much importance as the other two, and Motupalli is of the same class as the Ipurpollem. A road from Incollu in Trunk Road No. 6 to Chinna Ganjam Salt pans has recently been repaired, and is being bridged which will aid the approach to Motupalli. The only other point which I think requires attention is the port of Nizampatam. It is a favorite port with the native shipping; the backwater is deep and extensive, and the anchorage, I believe, good, and not too distant from the shore; and the bay is much sheltered on the north and east. The water in the bar is however shallow, and I am not competent to state if it be capable of improvement.

24. The place is so little frequented by European vessels as to be hardly known. It should, however, I think, be examined, and reported on by some person qualified for the task. Captain Maiden, the Master Attendant at Masulipatam, might undertake the duty as a preliminary measure.

Kistnah District, 17th February 1862.

(True Copy.)

(Signed) G. THORNHILL, Collector.

ENCLOSURE No. 2.

ABSTRACT.—List of works recommended to facilitate the export of Cotton from the Kistna District.

ENCLOSURE No. 3.

ABSTRACT.—Rough Sketch map of the Cotton producing Taluks in the Kistna District.

1. Ordered to be submitted to Government, with the Board's recommendation that the subject of the roads specified by the Collector be referred to the Public Works Department for full consideration, and that the Superintendent of Marine be requested to investigate and report on the state and capabilities of the Nizapatam port in view to its improvement.

2. It is to be regretted that the Collector has so long delayed to bring this state of the roads to the notice of Government.

(True Copies and Extract.)

(Signed) W. HUDLESTON,
Secretary.

To J. D. Sim, Esq., Secretary to Government, R. D.

Copy to G. Thornhill, Esq., Collector of the Kistna District.

Exd. J. Wright.

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PUBLIC WORKS DEPARTMENT.

Revenue.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following Proceedings of the Madras Government in the Revenue Department:—

Communicating Report from the Collector of Kistna District,
on the subject of Road and Ports in connection with } (Here enter 4th March 1862, No. 478.)
Cotton cultivation.

ORDER THEREON, 12th April 1862, No. 744.

1. The foregoing Proceedings refer for the issue of orders in the Public Works Department, a Memorandum submitted by the Collector of the Kistna District on the means of improving the cultivation of Cotton in that District, and facilitating its export. These consist in improved arrangements for cleaning, packing, and transporting the Cotton, to be undertaken by the merchants themselves without the intervention of Government; and secondly, in the establishment of good road, or other communications with the ports on the sea coast, and the improvement of these ports; which latter calls for direct Government action. Mr. Thornhill's Memorandum of recommendation is in accordance with the views of the Governor General in Council, as expressed in his Resolution in the Home Department, dated 28th February 1861, communicated to this Government in Mr. Secretary Grey's letter of the same date, No. 438.

2. The chief Cotton growing Taluqs of the Kistna District are the Palnád and Krosúr Taluqs, around which the river Kistna flows. The other Cotton growing Taluqs are Junacondah, Rajapet and Guntoor. The existing communications with the coast whether by canal, or land, are not such as they should be. Amravutty is the highest point on the Kistna to which Cotton could be carried with any advantage: this is in the Krosúr Taluq. From Amravutty to Bezwada, the river is said to be navigable for about six months; thence to the port of Masulipatam, the Masulipatam Canal is available; it is also possible for boats to reach the port of Cocanada by Canal, via the Colair lake, for about six or seven months in the year, while the Canal from Bezwada to Ellore is rapidly approaching completion.

3. Thus it appears that the land communications are objects for more immediate concern; inasmuch as there are practically none with the coast.

4. Mr. Thornhill submits a list of roads which he thinks might be advantageously improved, so as to make them fairly passable in the dry season, adding that they lead either to the Kistna, or to some point on the Trunk Roads (Nos. 6 and 7) which traverse the District north and south. They are the six following:—

I. From Peduqural, a town on Trunk Road No. 7 in the Palnád, to Amravutty on the Kistna.

II. From Peduqural, via Sattanapalli, to the town of Guntoor.

III. From Vinakonda, via Narsarowpet, to Guntoor.

IV. Part of Trunk Road No. 6 from Guntoor to Bezwada.

V. From the town of Guntoor to the port of Nizampatam.

VI. From Turnergode, a town in Palnád, to Dichapalli, via Goorjal.

5. The first is said to be a mere track, but along which large quantities of Cotton pass en route to Amravutty. Mr. Thornhill adds that the line has been already examined, and his recommendation is to make such improvements to it as may be readily effected. The second is described as a route considerably frequented in the dry weather; and if improved in its worst parts, it would, it is said, facilitate the traffic to the port of Nizampatam, via Guntoor, and to Bezwada on the Kistna. The third, which is a part of the high road from Kurnool to the coast, passes, it seems in its whole length through a Cotton producing country: the worst parts of it are recommended to be improved, as, the soil being black, it would take a long time to construct a good road. The fourth is described to be very bad in several parts, and is proposed to be put in good repair, connecting as it does Guntoor with Bezwada, whence access to the ports of Masulipatam and Cocanada is available by water. An estimate of 3,270 Rupees for this road however, viz., from Guntoor to Seetanagram (on the southern bank of the Kistna), has been sanctioned in Proceedings of Government 26th March 1862, No. 580, and permission has even been granted for commencing the work during the current year, in the event of the District Engineer being able to

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No.

PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 26th February 1862.

Despatched.

Received.

No. 1,333.

Submitting Memo from the Collector of the Kistna District on Cotton cultivation; and recommending that the subject of the roads, as well as that relating to the Nizampatam port in that District, be referred for report to the D. P. W. and Superintendent of Marine respectively.

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provide funds for the purpose from his general allotment. The fifth has been partially made, and some of the worst streams have been bridged. It is said to be an important line, which should be made good throughout, irrespectively even of considerations in connection with the Cotton trade. The last line proposed connects, it is explained, three principal towns in the Palnád with each other, and with Trunk Road No. 7.

6. As to the ports of the Kistna District, of which there are four, Mr. Thornhill apparently recommends the improvement of only one, viz Nizampatam. The two chief ports are Masulipatam and Nizampatam, and the two subordinate ones are Ippurpollem and Motupalli, the latter two being of inferior importance do not call for any notice. The approach to Masulipatam is provided for both by Canal and the high road from Hyderabad which runs parallel with it, and although this road is said to be far from good, it is bridged and has a maintenance allowance of 150 Rupees a mile per annum. Nizampatam, which will hereafter be connected with Bezwada by a Canal, has a bad road to Guntoor partially bridged, the improvement and completion of which is comprised in Item No. V of the list of roads enumerated above in paragraph 4. The Port itself is said to be a favorite port with the Native shipping: the back-water is described to be deep and extensive, and the anchorage good, and not too distant from the shore, while the Bay is much sheltered on the north and east. But as the water on the Bar is said to be shallow, Mr. Thornhill is of opinion that the Port should be examined and reported upon by a competent person; and he suggests that Captain Maiden, the Master Attendant at Masulipatam, might be selected to undertake the duty as a preliminary measure.

7. The Government resolve to communicate these Proceedings to the Deputy Chief Engineer, Northern Circle, in view to the necessary steps being taken to put in order the road communications of the Kistna District, and to carry out generally the views of the Collector as embodied in paragraphs 4 and 5 of these Proceedings; for which purpose, he will immediately call upon the District Engineer to prepare and submit plans and estimates for approval and sanction. In respect to Trunk Roads Nos. 6 and 7, it is necessary to observe in this place, that in their Proceedings 8th October 1861, No. 1,853, Government sanctioned an estimate of 2,720 Rupees for repairs to No. 6 for $4\frac{1}{2}$ miles from Bezwada to Ellore, and another of 1,360 Rupees for repairs in continuation to Casarepalli; and that in Proceedings 20th February 1862, No. 275, they called for a survey and estimate of a proposed new line for the same road from Inkole to Guntoor, and expressed their readiness to grant 5,000 Rupees from the Reserve Fund of 1862-63, for repairs to Trunk Road No. 7, from Nacrikul towards Pondigul, and receiving an application for the same from the Deputy Chief Engineer, after the commencement of that year. And, as already noticed, an estimate of 3,270 Rupees has been sanctioned in Proceedings of 26th March for that part of Trunk Road No. 6, which is between Guntoor and the southern bank of the Kistna river.

8. The Government further view with favor the Collector's proposal to examine and report upon the condition of the Port of Nizampatam, and they approve his suggestion to employ Captain Maiden, the Master Attendant at Masulipatam, in this preliminary duty. This will be arranged in the Marine Department. Captain Maiden should be instructed to conduct his examination in communication with the District Engineer, and the Collector; and the Government will be prepared to receive and consider such reasonable proposals, as the result of the examination may suggest for the improvement of the Port.

(True Extract.)

C. M. B. Doreilly Lieut.-Colonel,
Secretary to Government.

To the Deputy Chief Engineer, Northern Circle.

„ Marine Department.

„ Revenue Department.

with No. 100 & the No. of the No. of Rev.

Exd. S. T. Augustin.

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