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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Despatches to England

<i>Despatch</i> G.O. No.	70	Press <i>Mis.</i>
Dated	2-11-	1860.

Not to be folded or roughly handled

PUBLIC WORKS DEPARTMENT.

No. 70 of 1860.

TO THE RIGHT HONORABLE THE SECRETARY OF STATE FOR INDIA.

RIGHT HONORABLE SIR,

To Home Government, 21st June 1859, No. 23.
From do. 24th Nov. " " 36, p. 15, 16.
To do. 26th Oct. " " 56.
From do. 26th Jan. 1860, " 6.
To do. 25th Nov. 1859, " 70.
From do. 20th Feb. 1860, " 22.
To do. 4th April " " 14.
From do. 25th May " " 36.
To do. 4th June " " 36.

1. With reference to the correspondence that has already passed on the subject of the opening up of the Godavery river for navigation, and of the transport of Military and Commissariat Stores by that route to Hyderabad and Nagpore, we have the honor to transmit the further correspondence in connection there-

* Proceedings 8th July 1859, Nos. 70, 71.
" 6th Aug. " " 14, 15.
" 22nd Sept. " " 77, 78.
" 8th Oct. " " 58, 59.
" 13th " " " 119, 120.
" 26th Nov. " " 121, 122.
" 9th Dec. " " 131, 132.
" 3rd Jan. 1860, " " 9, 10.
" 3rd " " " 17, 18.
" 21st " " " 1, 2.
" 2nd Feb. " " 40, 41.
Proceedings 16th " " 49, 50.
" 16th March " " 81, 82.
" 6th June " " 88, 89.
" 23rd " " 363, 364.
" 27th July " " 433-435.
" 28th " " 450, 451.
" 22nd Aug. " " 306, 307.
" 20th Sept. " " 218, 219.
" 24th Sept. " " 262-272.
" 24th Oct. " " 309, 310.
" 1st Nov. " " 25, 26.
" 1st " " " 27, 28.

with recorded in our Proceedings in this Department of the dates noted in the margin.* We also transmit copy of a copious precis of the correspondence and orders on the subject, prepared by Mr. C. G. Master, our Deputy Secretary in the Public Works Department.

2. We beg to draw your attention to the Chief Engineer's Reports of the 11th January and 4th April last Nos. 9,022 and 12,078, and to the Minutes recorded thereon by the Members of Government, all which are entered in our Proceedings of the 24th September, Nos. 1,988 and 1,989, also to the letters from the Commissary General and the Commissioner of Nagpore dated respectively 7th February 1860, and 30th December 1859. All these papers relate to the Transit operations on the river in 1859 which were undertaken with the view of testing the capability of the river, in its present unimproved state, as a means for the carriage of Government stores.

3. The Chief Engineer's letter of April 4th, reviews those operations in detail; and it gives cover to a full Report from Captain Haig the Engineer of the Upper Godavery, and also to a letter from Captain Rundall late Engineer of the Godavery District, who had charge of the transit operations of last year, in the former Officer's absence. Captain Haig examines carefully and critically the operations of 1859 and their result, and details the measures which he advises for the current season; while Captain Rundall's letter contains his explanation in reply to Captain Haig's remarks on some points. Colonel Bell, in his letter, gives an analysis of the contents of both Officer's Reports, with his own opinion.

4. Following Captain Haig, Colonel Bell first examines the carrying operations of last year, and investigates the actual cost, as well as the causes of the disappointment in the work effected. He also considers what Captain Rundall urges, in reply to some remarks of Captain Haig. The result is that 1,148 tons of Government stores were carried an average of 142 miles up the river, at an average cost, according to Captain Haig's calculation, of 3 Annas 5 Pice a ton a mile; while Captain Rundall, by excluding certain items as not properly chargeable to the carriage of the stores, reduces the rate to 2 Annas 2½ Pice a ton a mile. Colonel Bell gives it as his opinion (paragraphs 44 and 45) that the operations of the season furnish no reason to be discouraged. "It was to be expected," he says, "that accidents would occur in carrying out an experiment of the kind," and he adds, "looking at it in the light of an experiment, I think we

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"have sufficient warrant for expecting that with proper arrangements in regard to the location and working of the Steamers and boats, and with an improved state of the river, a very important saving in the transport of Ordnance and Commissariat Stores, will be effected year by year."

5. Colonel Bell agrees with Captain Haig in the opinion that the cause of the disappointment last year was that too much was attempted. "Had Baddrachelam," he says, (paragraph 43) "been made the terminus, there is every season to believe that the whole of the stores would have been carried up in good time and at a moderate expense." In attempting to take the Steamers "Arthur Cotton" and "Trevelyan" over the first barrier when there was not sufficient water, both received serious damage, and much valuable time was lost, (paragraph 5). Indeed Captain Haig says in paragraph 17 of his letter that the "Trevelyan" the larger of the two "would have done good service had she not in her first trip been severely damaged in an attempt to cross the barrier, and grounded on her fourth trip near Rudramkotta in such a manner as shelved her for the rest of the season."

6. Captain Rundall himself admits† that he committed an error of judgment in thus attempting the passage of the barrier, when the river was comparatively low. In connection with this accident it may be noticed that Captain Haig, in paragraph 18, shows that a charge of no less than 15,000 Rupees, or one-third of the whole cost of the transport, may be put down to the "Trevelyan" alone, in working expenses, attempts to get her afloat, interest, and depreciation.

7. Colonel Bell points out (paragraph 36), quoting Captain Rundall, that the comparison between the cost of transit by the river and by the ordinary means, is not fair as usually made. In the case of the river transit, every incidental and contingent charge is thrown in; not only the direct expenses and the cost of Superintendence, but also the expenditure for improving the river, and the stranding of the "Trevelyan."

8. The Commissary General takes a less favorable view of these operations, than Colonel Bell. From a Statement received from him in the Military Department, with a letter of the 7th February 1860, it appears that 790 tons of stores were sent to Kamptee at a charge to his Department for water carriage of Rupees 31,986 and of land carriage of Rupees 86,174 making in all Rupees 1,18,160, being at the rate of 5 annas a ton a mile; whereas he calculated that by the old route the carriage would have cost only 3 annas a ton a mile, and have amounted on the whole to only Rupees 69,026, thus exhibiting a loss of Rupees 49,134 by the operation. But it is to be explained that the 5 annas a ton a mile charged to the Commissariat Department was not, and was never intended or supposed to be, the actual cost of the transport by water. Our object in fixing that amount as the rate payable was shortly as follows:—The cost of the transport of stores by land to Kamptee during the previous year had been 5 annas a ton a mile. We considered that if that same rate was paid to the Engineers of the Godavery, they would both carry the stores and also have, as they expected, some funds over for the improvement of the river. The actual result of the operations as shown above, was certainly not favorable, in consequence of circumstances which we have recorded. But no great undertaking such as the opening of the Godavery to traffic, was ever yet accomplished without some disappointments.

9. As respects the cost of the land portion of the transport, viz., from the bank of the Godavery to Kamptee, we gave a contract for that for a single year, to a European merchant, at the same rate of 5 annas a ton a mile, with the object of aiding him in the establishment of a regular line of transport, for bringing down the produce of Berar to the river and so to the port of Cocanada. Mr. Watson faithfully fulfilled his engagement‡, and at the close of the year, the contract was renewed at the reduced rate of 3 annas a ton a mile.

10. We also transmit copy of a letter from the Commissioner of Nagpore, representing the inconvenience of having to furnish escort from Chanda for stores proceeding from the Godavery to Kamptee; and instancing in particular the case of a large remittance of small silver

and copper coin, to show the cost and the delays of the route. We have already explained the accidents which caused the delay complained of, and which are not likely to occur again under the arrangements now in operation. And with respect to the escorts required through the Hyderabad country, His Excellency the Commander-in-Chief*

* Pros. 16th February 1860, No. 354. states that so far as required, they can be furnished from the nearest stations within the Madras Provinces. But this will only be necessary in the case of Treasure.

11. We now return to Colonel Bell's report of the 4th April, to notice the proposals made for future operations on the river. Captain Haig's statement of the things to be done to render the Godavery transit a success is given in paragraphs 8 to 12 of that report. They are briefly that the river bed should be cleared of isolated rocks, that more efficient Steamers and Tow Boats should be provided, pilots employed, return cargoes secured, and the charges distributed over a greater mileage, i. e. by extending the operations on the river. Captain Haig's proposition of measures to be taken is given in paragraph 13. These may be thus summed up; the navigation to be opened to Dévalmarri 300 miles from the coast; the locks at Sintarála to be put into working order; forty-two boats 35×8 feet to be built, and others hired; Steamers to be placed between the barriers; a tariff of rates for freight to be fixed and notified; and a Salt Depôt to be opened at Dévalmarri, besides the one at Kunta.

12. For reasons given in paragraphs 8 to 12, Captain Haig considered it desirable to establish a navigation of not less than 300 miles; inquiries made at Cocanada having satisfied him that if the river were penetrated so far inland, a downward traffic of about 5,000 tons of cotton, &c., from Nagpore, might be confidently expected, which would greatly reduce the cost of the up transit of the stores. Captain Haig proposed therefore that the upper terminus of the navigation should be at the foot of the third, or Dévalmarri barrier. He did not propose at all to navigate over the barriers, except perhaps during high floods; but to station Steamers between the barriers; viz., below the first, between the first and second, and between the second and third. Goods would be sent up in boats to be built for the purpose; and these boats were to pass through the lower or Sintarála barrier by the locks; and through the second or Enchampil barrier by natural passages, except when the river might be too low, at which times the goods would be transhipped by a portage of about fifty yards. Lastly, as noticed above, he proposed that a Salt Depôt should be established at Dévalmarri; and that this and the one lately established at Kunta, should be supplied, each with a thousand tons, the freight for salt being fixed at one Anna per ton per mile to Kunta, and six Pice to Dévalmarri.

13. Colonel Bell supported these proposals (paragraphs 46 and 48) with a slight modification as in paragraph 46; viz., he agreed with Captain Rundall that Government should not be insurers as well as carriers, while Captain Haig thought it of importance† (paragraphs 32 and 35 of his letter) that traders should be insured against risks, in order to attract traffic. The amount required for giving effect to the proposals advocated was 45,000 Rupees, viz., 20,000 Rupees to build forty boats at 500 Rupees each, and 25,000 Rupees for removing isolated rocks which impede the free navigation of the river.

14. We were unable to give our assent to Captain Haig's scheme; and noticed that, in lieu of attempting to take the stores to the third barrier we had already directed in a previous order that they should for this year be taken to Baddrachelam only. We directed that the arrangements should be limited to what might be sufficient for the conveyance of the Government stores, and of salt to supply the Depôt at Kunta; with the proviso that goods might be brought down in the returning Steamers, and that passengers might be taken either up or down to the extent of the accommodation.

15. With reference to Captain Haig's proposals, we granted (25,000) twenty-five thousand Rupees for operations in the bed of the river between Dowlaishwaram and Baddrachelam. We remarked however that it was now too late to make use of this sanction in the present year, but it would be available next season; that is to say in the dry season of 1861, a great part of which falls within the present official year. We declined to make the further grant recommended, viz., of 20,000 Rupees to build two boats. We said that we could not allow any boats to be

copious précis of the correspondence and orders on the subject, pre-

built or purchased; but that Captain Haig was free to hire such as he might need for the conveyance of goods to Baddrachelam.

16. We fixed the charge for carriage by the Steamers at two annas a ton per mile going up the river, and one anna a ton per mile coming down. These rates we desired should be charged alike on Government stores and salt, and on private goods.

17. We have already mentioned that on the expiry of Mr. Watson's first contract for the carriage of stores from the banks of the Godavery to Kamptee, we renewed it on lower terms. The papers connected with that transaction will be found in our Proceedings of July 27th 1860, Nos. 433 to 435. In anticipation of the expiration of Mr. Watson's contract, the Commissary General asked permission to advertise for tenders for the conveyance of Stores to Kamptee, from Baddrachelam or other place on the banks of the Godavery, where they might be landed; and he further asked to be allowed to despatch part of the stores from Masulipatam, instead of Baddrachelam, to go the whole distance by land. Mr. Watson, on the other hand, solicited a renewal of his contract for five years, at the reduced rate of three annas per ton per mile, being two annas less than the then existing contract.

18. Adverting to the considerations which led us to give the first contract to Mr. Watson, and to the conditional promise of renewal then made, we accepted his tender on condition that he agreed to such terms as might be usual in Commissariat contracts as to safe delivery of stores, and also that he should not require a Military guard. Mr. Watson having suggested that a place should be fixed for landing stores from the river in each year of his contract, we resolved that Baddrachelam should be the place for the first year.

19. We expressed our disapproval of the Commissary General's proposal to send a portion of the stores by Masulipatam, remarking that we had deliberately resolved* that Cocanada should be the landing port for the Northern Division, and not Masulipatam; and that in pursuance of this resolution arrangements had been ordered to be made for the transfer of the Commissariat and other establishments to the former station. We noticed also that the bad condition of the road from Masulipatam all through the Delta, and the fact that the distance from Baddrachelam to Kamptee was nearly 200 miles less than from Masulipatam, were further strong objections to his proposal.

20. Our resolution to make Cocanada the port of the Northern Division instead of Masulipatam, was communicated to you in our Despatch in the Military Department, dated 26th November 1859, No. 275. It was based on the decided opinion of both our late President Sir Charles Trevelyan and His Excellency Sir Patrick Grant, formed on personal knowledge of both ports, and on information obtained from the most competent Officers. We beg to request your attention to the following remarks recently recorded by Sir Patrick Grant on the subject.†

"Masulipatam is the worst, Cocanada the best port on the Northern coast."

"The road from Masulipatam for the first eight miles towards Hyderabad and Kamptee, is impassable for eight months of the year, and during the four remaining months the rate of travelling for carts does not exceed one mile per hour."

"Cocanada is a safe harbour at all seasons; Masulipatam never is quite free from risk, and for the greater portion of the year it cannot be approached at all. Moreover, the shipment and landing of troops or stores at Masulipatam is always very tedious, occupying from six to twenty hours, and attended with considerable risk (sometimes great danger) and much exposure."

"In consequence of these circumstances the Royals and supplies of ammunition and stores, were detained at Masulipatam for many weeks at a time when they were most urgently required at Hyderabad."

"For all these reasons I most strongly deprecate recalling the Commissariat establishments to Masulipatam from Cocanada."

21. After the foregoing paragraphs were written we received a letter from the Commissary General‡ reporting that Mr. Watson had proceeded to England in July last, and that it had be-

come necessary to make other arrangements for the transport of stores from Baddrachelam to Kamptee. We authorized the Commissary General to invite tenders for the conveyance of the stores for one year, and specified the terms which these should contain. Our instructions on this subject will be found in our Proceedings of the 24th October 1860, No. 2,188.

We have the honor to be,

Right Honorable Sir,

Your most obedient humble Servants,

FORT SAINT GEORGE,
2nd November 1860.

Exd. S. T. Augustin.

* Military Order, 16th November 1859, No. 4,068.

† Minute dated 9th July 1860, No. 261, in Proceedings 24th September 1860, No. 1,988.

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From the Office

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FORT SAINT GEORGE.
PUBLIC WORKS DEPARTMENT.

Letter to the Right Honorable
the Secretary of State for India,
Dated 2nd November,
No. 70 of 1860.

Transmitting further correspondence on the subject of the
opening up of the Godavery river for navigation and of
the transport of Military and Commissariat Stores by
that route to Hyderabad and Nagpore.

P.W.D.

No 70 of 1860.

To
The Right Honorable
The Secretary of State for India
Right Honble Sir

To Honble Govt 21 June 1859 N 23
From do 24 Decr " " 36/15
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* See the original

pared by Mr. C. S. Master, our Dept.
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2. — We beg to draw your
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The Minutes go down
in such cases as matter
of course - with reference
to the second memo only about
I can only say that they
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this draft. I can find
no proceedings of Sept 24.

I think the Minutes
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July papers to the Minutes
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7th Feb. 1860. p. 29.
15" - - - - -

3/2

19

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only 3 annas a ton a
mile, and have amount-
-ed on the whole to only
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saving

exhibiting a loss of Ru-
pees 49,134 by the spe-
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explained that the 5 an-
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W. C.

21
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Raidary, they would both
carry the stores and also
have some funds over for
the improvement of the
river. The actual result
of the operations was shown
above, it was not so fa-
vourable as ^{had been} anticipated.

in consequence of circum-
stances which we have recorded
explained. But the great
obstacle, such as the
opening of the Godavery
to traffic was ever yet
accomplished without some
disappointments.

As respects the
cost of the land portion
of the transport viz. from
the bank of the Godavery
to Kurnool we gave a con-
tract for that for a single
year to a European merchant
at the same rate of 5 annas
a mile with the object
of aiding him in the estab-
lishment of a regular line
of transport for bringing
down the produce of Berar
to the river and on to the
Port of Bencanada. This was
explained as above.

The contract to transport
produce on the

also referred to Mr. Watson
faithfully fulfilled his
engagement, and at the
close of the year, the con-
tract was renewed at the
reduced rate of 3 annas a
mile.

Pro. 21 Jan 1860 to 1861

10. - We also transmitted
copy of a letter from the
Commissioner of Nagpore,
representing the inconve-
nience of having to pro-
vide escort from Chanda
for stores proceeding from
the Godavery to Kurnool
and instancing in par-
ticular the case of a large
quantity of small silver
and copper coins to remove
the cost and the delay
of the route. - we have
already explained the ac-
cidents which caused the
delay complained of, and
which are not likely to occur
again.

again, under the arrange-
ments now in operation. And
with respect to the escorts
required through the Hy-
derabad Country, this ex-
cellency the Commander
in Chief states that they
so far as required, they
can be furnished from the

nearest stations within the
Madrass Presidency. And
may add that the transfer
of the Northern parts of
to the Godavery, &c. under
navigation, will greatly
diminish the distance
for which such protection
is required, and the exten-
sion of the navigation up
the river, will eventually
render it wholly unnecessary.

We now return
to Colonel Bell's Report
of the 14 April, touching
proposals made for
operations on the river.

*But this will only be
a resource in the case of
the instance occurring in the
present circumstances.*

* Pro. 16 Ely 1860. 1334.
This will necessarily be
a charge for
batter, but will be
used, but -
Will

If these escorts are sent
by the side of Col. Bell's
paid - but the change
will no more be required
now than it has been hitherto.
With measures an escort always
has been necessary and will be
to now, but no military escort
will be required now more
than formerly with ordinary
Com^d or small parties. I
think the passage will
therefore be stand
principally without

~~it will be the present station
it has left the station who
Port of the river offered
the river. Captain Haig's
proposition of measures to
be taken is given in para 13.
This may be thus summed
up: the navigation to be
opened to Divakarri 300
miles from the Coast, the
locks at Sinterala to be
put into working order,
forty tow boats 35 + 8 per
to be built, and others
hired, Steamers to be
of Capt Haig's letter + at
Page 11 of the Memoir of the
Commissioner of the Godavery
River.~~

The above note is written
under a misapprehension
to which a reference to V. 12
of Col. Bell's letter of April
4, enclosed in the Memoir.
See also V. 25 to 29
of Capt Haig's letter + at
Page 11 of the Memoir of the
Commissioner of the Godavery
River.

Haig's statement of the things
to be done to render the
Godavery transit a success
is given in paragraphs 8
to 12 of that report. They are
briefly that the river should
be cleared of ^{isolated rocks} more ^{effectively}
steamers and tow boats
should be provided, pilots employed,
return cargoes secured, and
the charges distributed over
a greater mileage, i.e. by
extending the operations up
the river. Captain Haig's
proposition of measures to
be taken is given in para 13.
This may be thus summed
up: the navigation to be
opened to Divakarri 300
miles from the Coast, the
locks at Sinterala to be
put into working order,
forty tow boats 35 + 8 per
to be built, and others
hired, Steamers to be
of Capt Haig's letter + at
Page 11 of the Memoir of the
Commissioner of the Godavery
River.

placed between the bar-
riers, a tariff of rates
for freight to be fixed
and notified, and a
salt Depot to be opened
at Devanari besides
the one at Kunta.

12. — For reasons given
in paragraphs 8 to 12
Captain Harg considered
it desirable to establish
a navigation of not less
than 300 miles, as inquiries
made at Cocuraba had
satisfied him that if the
river were penetrated so
far inland, a downward
traffic might be
expected, estimated at
about

27
about 5000 tons of cotton,
seen from Kappore, ^{might} which
be confidently expected, which
would greatly reduce the
cost of the up-transit of
the stores. Captain Harg
proposed therefore that
the upper terminus of the
navigation should be at
the foot of the third, or
Devanari barrier.
He did not propose at
all to navigate over the
barriers, except perhaps
during high floods, but
to station steamers
between the barriers, viz,
below the first, between
the first and second,
and

and between the second
and third goods would
be sent up in boats to be
built for the purpose; and
these boats were to pass thro
the lower or Sintarales har-
rier by the locks; and thro
the second or Enchan-
pilla barriers by natural
passages, except when the
rivers might be too low, at
which times the goods would
be transhipped by a port-
age of about fifty yards.
Lastly, as noticed above,
the proposed that a Salt
Depot should be establish-
ed

established at Déval-
maru; and that this and
the one lately established
at Kunita, should be sup-
plied, each with a thou-
sand tons, the freight for
salt being fixed at one
anna per ton per mile
to Kunita, and six pice
to Dévalmaru. —

13. Colonel Bell sup-
ported these proposals
(part 46 and 48) with a
slight modification as in
part 46; viz, he agreed
with Captain Rundell
that Government should
not

not lie insurers as well
as carriers, while Captain
Haig thought it of im-
portance* (paragraphs 32
and 35 of his letter) that
traders should be in-
sured against risks, in
order to attract traffic.
The amount required
for giving effect to the
proposals advocated was
45,000 Rupees, viz., 20,000
Rupees to build forty
boats at 500 Rupees each,
and 25,000 Rupees for
removing isolated rocks
which impede the free
navigation.

*Para 12, Col. Bell's letter. —

31 2
navigation of the river.
We were unable to
give our assent to Captain
Haig's ^{well} ~~active~~ scheme, and
^{noticed} ~~said~~ that in lieu of attempt-
ing to take the stores to the
third barrier we had al-
ready directed in a pre-
vious order that they should
for this year
be taken to Badrache-
lan only, which we ob-
served would be the land-
ing place for this season.
The arrangements we di-
rected ^{that the arrangements should} ~~to be~~ limited to
what might be sufficient
for the conveyance of
the

the Government Stores,
and of Salt to supply the
Depot at Hunter; ^{with the proviso} ~~that~~
that goods might be brought
down in the return
steamers; and passengers might be
taken either up or down
to the extent of the accom-
modation.

15- ~~Of this measure~~ ^{With reference to Capt}
~~we granted~~ ^{large proposals}
(25,000) twenty five thou-
sand rupees for operations
in the bed of the river. ^{between Daulaich}
We remarked that it was ^{2 was not} ~~not~~
now too late to make use
of this sanction in the
present

present year, but it would
be available next season;
~~that is to say, in the dry~~
~~the season of 1861, a great part~~
~~of which falls within the~~
~~present official year.~~
~~of the season of 1861,~~
unless the Chief Com-
missioner could devise some better
arrangement. But we
declined to make the
further grant recom-
mended viz. of 20,000
Rupees to build boats.
We said that we could
not allow any boats
to be built or purchased,
but that Captain Bailey
was

stores from Manipalattam,
instead of Badrachellam,
to go the whole distance
by land. Mr. Watson,
on the other hand, soli-
cited a renewal of his
contract for five years, at
the reduced rate of three
annas per ton per mile,
being ~~one~~ two annas less
than the then existing
contract.

18. — Adverting to the
considerations which led
us to give the first con-
tract to Mr. Watson, and
to the ^{conditional} promise of renewal
there made, we accepted
his tender on condition
that he agreed to such
terms as might be usual
in Commissariat con-
tracts as to safe delivery
of stores, and also that
he should not require a
military

Mr. Watson has left
India - & the ~~last~~
charitable
Cajon feet up
M. Sale will

July Adm 16 Nov 1887 No 4068.

37 15
Military guard. Mr. Wat-
son having suggested that
a place should be fixed
for landing stores from the
river in each year of his
contract, we resolved
that Badrachellam
should be the place for the
first year - &
19. — We expressed
our ~~dis~~disapproval
of the Commissary General's
proposal to send a portion
of the stores ~~to~~ ^{by} ~~Cochin~~
by ~~Cochin~~ Ma-
nipalattam, remarking
that we had deliberately
resolved that Cochinada
should be the landing
port for the Northern
Division, and not Ma-
nipalattam; and that in
pursuance of this resolution
arrangements had been
ordered to be made for
the

the transfer of the Com-
missariat and other es-
tablishments to the former
station. We noticed also
that the bad condition
of the road from Masu-
lipatan all through the
Delta, and the fact that
the distance from Ba-
drachellum to Manupia
was nearly 200 miles
less than from Masu-
lipatan, were further
strong objections to his propo-
sal.

20. — Our resolution to
make Cocanada the Port
of the Northern Division
instead of Masulipatan,
was communicated to you
in our Despatch of the Pri-
vate dated 26 Nov 1854 No 25.
It was based on the decided
opinion of both our late
President Sir Charles
Trevelyan.

346
Trevelyan and Sir Cecil
Levinger. Patrick Grant
formed our previous
knowledge of both Ports,
and our information ob-
tained from the most
competent officers. We
beg to request your at-
tention to some remarks
recently recorded by

Minute of 9 July 1860 Sir Patrick Grant in
No 26, in pro. 24 Sept 1860 the subject
S 19 88

the Masulipatan is
the worst, because the
best Port on the Northern
Coast.
The road from
Masulipatan for the
first eight miles toward
Hyderabad and Manupia
is impassable for eight
months of the year, and
during the four remain-
ing months the rate of
travelling for carts does
not exceed one mile per
hour.

hour?

Cacinacla is a safe harbour at all seasons. Manipatam never is quite free from wind, and for the greater portion of the year it cannot be approached at all. Moreover, the shipment and landing of Troops or stores a tedious, occupying from days to twenty hours, and attended with considerable risk, some times great danger and much exposure.

In consequence of these circumstances the Royal and supplies of ammunition and stores were detained at Manipatam for many weeks at a time when they were much urgently required at Hyderabad.

For

would they have got on had they been at Cocanada I think this to be a mistake as that place

all this was decided some time ago

time they would not have got on from Cocanada but they would have been there and because Cocanada is an excellent anchorage for the Manipatam is a bad anchorage and unsafe for the latter is in my opinion a most objectionable anchorage.

Pis 24 Oct 60 A. 2188

was - Mr. Hodges' memo was kept back from circulation to be printed; as it is a bulky paper and will take some time to be sent out of the country -

For all these reasons I must strongly deprecate recalling the commissariat establishment from Cocanada

After the foregoing paragraphs were written we received a letter from the Commissary General reporting that Mr. Watson had proceeded to England in July last and that it has become necessary to make other arrangements for the transport of stores from Bechellur to Hampden. We authorized the

the corresponding General
to invite tenders for
the conveyance of the
stores for six years, and
specify the terms which
these should contain.
Our instructions on this
subject will be found
in our proceedings of the
24 October 1860 N 2188-

[Faint, mostly illegible handwritten text]

(15)
To Home Govt
Transit operations
on the Godavery

[Faint handwritten notes and signatures]
Presented to the
Honble Secy to Govt
for the Home Dept
24 Oct 1860
Approved by H. E. the
Secy to Govt
in P. D. 1860-
nature of the
proposals
passed

N 3-8-0-

P/D

N^o 70.

Letter to the Right Honorable
Secretary of State
for India

Dated 2nd November 1860

Copy of the Letter of the 14th Nov 1860
N^o 23.

Right Honorable Secretary of State
for India
13th November 1860
D. Via Southampton
13th November 1860

Transmission of further copies
of the subject of the opening
up of the Coromandel river for navigation
and of the transport of
Military & Commissariat stores
by the route of the Coromandel river

Assumed. No. 12 of 8th March
1861