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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 943 Press / Mis.

108-109

Dated 3-5- 1862.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 3rd May 1862.

Read the following papers:—

NO. 108. From Lieutenant-Colonel J. OUCHTERLONY, Acting Deputy Chief Engineer, Northern Circle, to Lieutenant-Colonel W. H. HORSLEY, Secretary to Government, Public Works Department, dated Chepauk, 16th April 1862, No. 267 /U G1

SIR,

1 Letter from the District Engineer Upper Godavery, No. 254, dated 8th April 1862, with one table of distances.

1. With reference to Proceedings of Government No. 615, dated 31st March 1862, and in continuation of my letter No. 182, dated 28th February 1862, therein disposed of, I have the honor to forward a further report of progress on the Upper Godavery by Captain Haig, dated 8th April 1862, and in doing so I shall not take up the time of Government with more than a very few remarks.

2. I wish to represent that looking to the present aspect of affairs as set forth by Captain Haig, and as contrasted with that exhibited in his last communication, I do not think I can in fairness be blamed for having in the conceived discharge of my duty, demurred to the adoption of the extravagant and, as I considered them, premature measures which Captain Haig recommended in February; and which it will be observed* he now, in April, himself holds to be objectionable.

* No. 1,006, 20th February 1862.

* Paragraphs 15, 16 and 17.

3. Reviewing the statements at present made by Captain Haig, and balancing some discrepancies which seem apparent, I deduce :—

(1.) That there is no prospect whatever of the tram-way round the 35 miles Barrier (No. 1) being constructed this year; and but a very faint prospect of the same end being attained at either of the other Barriers (Nos. 1 and 2).

(2.) That pack-bullock roads will probably be completed round the last two obstacles in time for the next trading season: and that the earthwork of the third Barrier road may by possibility (though I fear with little probability) be also completed. But it is impossible for any one accustomed to this country to believe that a work freshly executed like this will, after a few days of such tropical rain as makes the Godavery rise 20 feet in a single night, deserve the name of a practicable "road."

(3.) That only two boats will be available on the upper river this season for the expected traffic in Cotton and other bulky articles. The tonnage of these boats is not given; but from the circumstances it may be concluded they are small.

Paragraph 13.

(4.) That as an imperative necessity to traffic Government must insure all goods sent up and down the river against destruction or loss; and that the high rates of 1½ Annas (2¼*d.*) per ton per mile for up, and 1 Anna (1½*d.*) for down traffic must be demanded.

Paragraph 12.

4. In all this I cannot but see additional grounds for the opinion which I ventured to express in my letter No. 182 in the words of Government employed in their Order No. 1,148 of 1861, that "it is clearly "injudicious to attempt to force traffic by the river route before "it is really practicable;" and I adhere to the sentiment I expressed in the same letter, that the establishment of the barren fact that goods can be carried by the river is not commensurate with the risk of prejudice to the scheme by failure, such as appears imminent if affairs on the river maintain their present precarious aspect; and by the imposition, even temporarily, of rates of freight such as absolutely exceed those at which the Bombay Railway, when completed from Bhosawul to Oomrowtee, will be able to work with profit.

Dated 28th February 1862, Para. 8.

Paragraph 9.

5. In conclusion, I would beg leave to take advantage of this opportunity to offer a remark upon the concluding paragraph of the Order of Government now under reference.

No. 615, dated 31st March 1862.

6. I received with respect, but with pain, the rebuke which was therein implied. But I cannot at the same time for a moment suppose it to be the wish of Government that, under any circumstances of expressed bias or pleasure, a servant of the State charged with an important public trust, should maintain silence when, in the strict execution of his duty, he is led by facts to the conviction that a course disadvantageous to the public interests is being embarked upon.

7. Not many years since a like sense of duty impelled me earnestly to remonstrate and protest against the carrying out of a scheme for the improvement of a certain harbour* in this Presidency, which had originated with men of high professional standing (Colonels Lawford and Sir Arthur Cotton). The Government of Madras decided against my views; but they were supported by the Government of India who called for inquiry. Committee after Committee of professional Officers was sent to the spot to examine and report; and by all in succession were my arguments held as futile, while my opposition was decried (as I fear it is now) as factious and "disloyal." Finally, the project was sanctioned; a large expenditure ensued; and the result was, as I learnt from the lips of the highest authority, the late Governor Lord Harris, a total failure; and even a prejudice to the former existant advantages of the port.

* Cuddalore.

8. I allude to this, I trust, in no spirit of self laudation; but only as an illustration of the evils which may result to a Government from what is considered "loyalty" to popular pre-eminence amongst their professional servants and advisers; and also inasmuch as it may be help to support a view which I have elsewhere expressed, that long persistence in a belief that success is attainable by particular means oftentimes blinds even eminent men to a perception of fallacies which may bar that attainment, or which may threaten to make success itself no gain.

From Captain F. T. HAIG, District Engineer, Upper Godavery, to the Deputy Chief Engineer, Northern Circle, dated Dúmagudiam, 8th April 1862, No. 254:—

SIR,

1. The progress made with the various works under execution in this District during the past month has been as follows:—

2. Tram-roads.

	Miles of line finished and in use.	Miles of earth-work completed and sleepers laid down.	Miles of earth-work only completed.
First Barrier	¾	3	8
Second Do.	1¼	7	10¼
Third Do.	0	¼	6

3. About 4,000 people exclusive of carpenters and other skilled workmen have been employed during the month.

4. Fever has continued very prevalent at the second Barrier. The Sub-Engineer in charge of that tram-way is now here sick, the second time that he has been compelled by severe illness to leave his Range in the last few months.

5. An unfortunate stoppage of the supply of funds, which took place just at the end of March, owing chiefly to my absence from the District, caused us the loss of many men at the two upper Barriers, and much embarrassment and discontent everywhere. This is but one way out of several in which, I am sorry to say, my prolonged absence has operated to retard progress.

6. In the latter end of March the Minister of His Highness the Nizam prohibited the further export of coolies and carpenters from Hyderabad to the Godavery works. This most unfortunate and ill-timed interference caused us the loss of 1,000 coolies, and 100 carpenters and smiths, whom my agents there held in readiness to start for this place. This has been a most serious check to the progress of the works. I was at Hyderabad just after it occurred, but the Resident, to whose countenance and support I am greatly indebted, thought that nothing could then be done to prevent it.

7. The reason given by the Minister for this interposition, was that so many people were leaving the city for the Godavery, that difficulty was experienced in finding labor for the works in progress in Hyderabad. I failed to discover what these works were, and was at a loss to understand how the temporary abstraction of 1,000 or 2,000 people from a city with a population of 300,000 could produce the effects stated. The people however drafted to this District came, not from the City of Hyderabad, but from the Cantonment of Secunderabad, as I have abundant proof; there is therefore the less reason to suppose that their absence could have very materially affected the supply of labor in Hyderabad itself. In any case I should have thought that the Hyderabad Government might have suffered a little temporary inconvenience, rather than resort to such an ungraceful act of interference with works in whose progress they are so deeply interested, by which their territories have already benefited, and which must eventually confer a largely increased value upon the Districts bordering on the Godavery.

8. Eighteen months ago these Districts had literally no market for their produce, the people were without employment, save in agriculture, with such returns as that yielded, and money had little or no value. Since then we have purchased in that country grain and other supplies for these works to the extent of not less than 25,000 Rupees, at prices which rarely if ever before obtained there, and considerable numbers of people have had employment on wages at least three-fold what they ever earned in their own villages. Bearing these things in mind and also the fact that His Highness the Nizam contributes not one Rupee towards the improvement of a river which borders his country for a length of 300 miles, I think we have reason to expect that he should at least abstain from such an arbitrary exercise of his authority as that under notice, and which, occurring as it did at a most critical moment, has had a disastrous effect upon the progress of the works. It has rendered most uncertain and difficult the completion of the second Barrier tram-way which the Sub-Engineer in charge informs me he would certainly have accomplished, had he received the party of carpenters which he was expecting from Hyderabad, and which was in readiness to start when their departure was prohibited.

9. In consequence of the above, and of all the other hindrances and difficulties which have been met with in the prosecution of the river works during the present season, I think it doubtful whether any one of the three tram-ways can be opened for traffic by next June. I shall however make every effort to complete those at the two lower Barriers, and as I intend to concentrate all our available men and means upon them, I have a good hope of success.

10. The Sub-Engineer in charge of the second Barrier informs me that with 30 or 40 more carpenters and an additional number of sawyers he could certainly finish his line by the desired time. I have therefore sent instructions to the Officers at the third Barrier to give up the attempt to complete that tram-way this year, to send a number of carpenters and sawyers down to Mr. McGregor, and to devote their attention exclusively to the formation of a good practicable cart road, on top of which we can next year lay the rails. With this addition to his working parties I think Mr. McGregor, will, if his health holds out, succeed in making his line practicable by June.

11. At the first Barrier also I hope to make much better progress in the next two months. The line passes at one place over the Canal embankment for about two miles, and it owing to the very heavy amount of earth-work in this piece that the earth-work of only eight miles is completed. That remaining to be done on the rest of the line is comparatively trifling amount, and we can easily finish it in time. The delay is in the formation of the way, owing

to the scarcity of carpenters and sawyers, and the difficulty of collecting the quantity of timber required. I am, however, giving increased attention to this part of the works, and have great hopes of finishing the whole line by 15th or 30th June.

12. You will thus observe that though I cannot speak decidedly as to the probability of having the three roads ready by the next freshes, and though considerable uncertainty on this point must remain up to the last, there is at least a prospect of our so far finishing them as to enable us to commence traffic, though in an imperfect manner, by the middle or end of June. If any of the wood work should then remain to be done, it might I think be finished by the end of July, even allowing for interruptions by rain; and the connection between the termini and the completed portion of the lines could be made for that time by means of carts.

13. There will be a sufficiency of boats in the reaches between Dowlaishwaram and this Barrier and between this and the second, but the accounts I receive from the third Barrier lead me to believe that not more than two boats will be ready in each of the reaches above and below that point by the commencement of the navigation season. This has been chiefly owing to the difficulty of procuring timber, almost the whole of the teak in that part of the country being monopolized by a Soucar at Hyderabad. This man sent orders to his agent to supply me with all I required, but during my absence at Madras the latter supplied none whatever, and paid no attention to the remonstrances of my Officers, so that until my return little work was done. Nearly two months have been lost in this way.

14. As it is now necessary that immediate orders should be passed regarding the traffic arrangements for next navigation season, I think the Government may with tolerable certainty assume that the whole river and land communication will be in such a state of forwardness by 15th June next, that traffic, to a limited amount, from Hingen Ghát to the Coast, and *vice versâ*, will be practicable. To what amount, I feel quite unable to say, owing to the uncertainty as to the capabilities of the Steamer "Mayflower" in the uppermost reach, but I should think that with the limited number of boats that will be available unless we should find ourselves able to build at a much faster rate than I now reckon on, 1,000 tons down and 1,000 up will probably be the limit, between the foot of the third Barrier, and the sea, and possibly less than that between the same Barrier and Hinghen Ghát; or rather I should say that as a deep pool extends for 20 miles above the third Barrier, 1,000 tons may be carried down from, and another 1,000 up to that point, or a small quantity to or from Chandah or Hinghen Ghát.

15. For such a trifling amount of business the appointment of a Traffic Manager appears to me unnecessary, for though he could be usefully employed in investigating the capabilities of the country on the upper part of the river, and finding out which markets are most readily accessible, and what roads might with advantage be opened, yet this could not be done till after the rains, and such services would not afford an adequate return for the salary he would require.

16. Neither does it appear to me advisable to entertain any special traffic establishment. Proper crews must of course be put into the boats and steamers, firewood must be provided, and ponies or cattle for working the tram-roads, as well as carts at the third Barrier, but all these arrangements I can undertake with a trifling addition to my present establishment, and can detach from it whatever parties or superintendence may be required during the navigation season for the traffic Department.

17. I would therefore request the sanction of Government for the following arrangements:—

(1.) That Major Stevens should act as Traffic Manager for the few months that his services in this capacity may be required, a moiety of his salary being debited to the Transit Department for that time. During the rains he would have but little to do here of his present work, and by the time the next working season commences, the affairs of the Transit, if not by that time wound up for the year, can be handed over to some other person.

(2.) That Mr. H. Dennison, who now on a salary of 100 Rupees per month acts as Agent for this District in all matters connected with the landing and despatch of stores, tools, &c., the enlistment of the coolies, and procuring supplies, on the Coast, should, on an increased salary of 150 Rupees, be Traffic Agent at Cocanada, and that Mr. W. Farley now employed on a salary of 150 Rupees at the third Barrier should be Assistant Agent at the upper terminus or termini of the navigation.

(3.) That Mr. J. Barber, lately first Officer on Board H. M.'s S. S. "Baltic," should be appointed to the command of the "Prince" steamer which is intended to ply between Dowlaishwaram and this Barrier, on a salary of Rupees 200 per month.

(4.) That if suitable persons can be found for the command of two other of the steamers, now in charge of the Native Syrangs, power should be given me to engage them subject to the approval of Government.

(5.) That proper crews should be enlisted, and the flotilla put at once in working order, to the extent required for traffic of the amount above-mentioned, viz., for the carriage of about 1,000 tons up and 1,000 tons down-river.

(6.) That the Officers and Agents now charged with the construction of the tram-roads at the Barriers, should superintend the working of those lines during the navigation season, and that a portion of their present establishments, as much as the traffic may be found to require, should be for the time transferred to that particular duty, their salaries being debited to the Transit Department.

(7.) That as soon as the Transit operations have been brought to a close for the year, all Officers and establishments that have been temporarily employed upon them shall return to their present duties.

(8.) That a certain sum, sufficient for the payment of six months salaries, and to meet other current expenses connected with the Transit for that line, should be placed at the disposal of the Acting Traffic Manager who will be directed to furnish monthly Accounts Current, to collect the amounts of all bills due on account of goods carried by the river, and to furnish a regular bill at the close of the operations, showing the details of the expenditure during the season under proper heads, so as to exhibit the actual working expenses of the land and water lines, cost of establishments, superintendence, &c., &c.

(9.) That all receipts on account of goods carried should be credited to the year's allotment for the Upper Godavery, in repayment of the sum borrowed as above suggested.

(10.) That the rates for freight should be—

1½ Anna per ton per mile for all goods up-stream.
1 Anna for all down.

This classification, though much too general as a permanent arrangement, will suffice for the present season, and its simplicity will enable Merchants who may be disposed to avail themselves of the means of transport offered by the Godavery at once to ascertain, without delay or doubt, the amount they would be charged for any particular description of goods. The present advanced state of the season, when any produce that is to be exported by the Godavery this year must be purchased and brought down to the river bank before, or shortly after, the commencement of the rains, render this consideration a most important one. The only exception I would propose to the above rates would be in the article of Salt, which I would charge for at the rate of 9 Pice (¾ Anna) per ton per mile only.

Cotton, if unscrewed or brought for shipment in the bales in which it is usually packed in the interior for exportation, should be charged at 1½ anna per ton per mile.

(11.) That with regard to the proportion of bulk to tonnage, viz., the number of cubic feet, or number of bags, of particular commodities, which shall be reckoned to the ton, the classification adopted by the Madras Chamber of Commerce, or by the leading Firms should be adopted. I have not a statement of these rates by me, but it can doubtless be easily procured.

(12.) That Government should insure shippers against actual loss or destruction of their goods in transitu but not against damage or delay.

(13.) That passengers shall be divided into two classes, first and second, the former to be entitled to a share of a cabin, whatever may be available, the latter only to a deck passage, and that the rates shall be, for

1st class one Anna per head per mile.
2nd Class ½ Anna.
Natives ¼ Anna.

Two cwt. of baggage to be allowed to each class. All extra weight to be charged at common goods rates.

The above rates to include every charge by land and water, except food and attendance, which passengers must provide for themselves.

(14.) That no goods shall be shipped

at Hinghen Ghât or Chandah } after 1st October.
at Salagaum or Mogellee } after 1st November.
at Sironcha or Deodoolah } after 1st do.
at Dúmagudiam or Buddrachellam } after 1st January.

In all the above cases the destination of the goods would be either Cocanada or some point lower down-river than that of shipment. The following regulation would apply to goods sent up river.

(15.) That no goods shall be shipped at Coconada or Dowlaishwaram :—

for Hinghen Ghât or Chandah } after 1st September.
Salagaum or Mogellee } after 10th do.
Deodoolah or Sironcha } after 1st October.
Dúmagudiam or Buddrachellam } after 15th December.

This limitation of the time during which the Transit agency shall engage to carry goods is necessary for this season, owing to our imperfect acquaintance with the state of the upper rivers, the possibility of delays in the transhipments at the Barriers, and the inadequate steam power at command.

18. The above arrangements are, I think, all that it will be necessary for the Government to sanction for the present year's traffic. If they are approved I would suggest that they should be forthwith communicated to the Mercantile communities at Madras and Cocanada, to the Heads of the Commissariat and Ordnance Departments, the Resident at Hyderabad, and the Commissioner of Nagpore. Not a day should be lost in promulgating this information, for, as I have already remarked, intending exporters ought to make immediate arrangements for the purchase and delivery of their goods at the different points along the river. The month of May is the one in which the greater part of the Cotton exported from Hinghen ghât and that part of the country, is collected and despatched to the Coast. I have already received information that parties in the Nagpore and Chandah Districts are inquiring as to the rates to be charged for carriage, &c., and I would on this account request that if my propositions above detailed meet with the approbation of Government, the fact may be communicated to me by Telegraph, with a view to my placing the parties in question, in the earliest possible possession of the required information.

19. I would also request that I may be informed at an early date whether any troops are likely to be moved between Nagpore and the Coast this year, in order that I may consider what arrangements might be made for their transport by the river, and place myself in communication with the Military authorities on the subject.

20. I enclose a table of distances, and charges per ton for carriage at the three rates proposed above, viz., 1½ and 1 Anna, and 9 Pice.

Table of distances on the Godavery with the charges per ton for carriage at the rates proposed in Captain Haig's letter of 8th April 1862, No. 254.

Names of places.	Distance in miles.	Amount per ton at following rates per ton per mile. 1½ Anna.	1 Anna.	A. P. 0 9.	Remarks.
		RS.	RS.	RS.	
Cocanada	.....	.....	.....	.....	
Dowlaishwaram	32	3	2	1½	Commencement of river navigation.
Koyidtha	92	8¾	5¾	4¼	
Rudramcota	104	9¾	6½	5	
Baddrachellam	137	13	8¾	6½	1st Barrier.
Dúmagudiam	152	14¼	9½	7¼	
Mungapetta	192	18	12	9	
Deodoolah	222	20¾	14	10½	2nd Barrier.
Madapore	259	24½	16¼	12	
Chinnoor	276	26	17¼	13	
Sirooncha	274	25¾	17	13	Head Quarters of Deputy Commissioner.
Salagam	352	33	22	16½	3rd Barrier.
Chandah	405	38	25½	19	
Hinghenghât	460	43	28¾	18¾	

Upper Godavery,
District Engineer's Office,
Dúmagudiam,
8th April 1862.

(Signed) F. T. HAIG, Captain,
District Engineer, Upper Godavery.

No. 109. ORDER THEREON, 3rd May 1862, No. 943.

1. In the above Report, after detailing the progress made on the Tram-ways up to the end of March, and the probable completion of those at the 1st and 2nd Barriers during the month of June next, the District Engineer Upper Godavery requests orders on certain suggestions connected with working the river during the coming season.

2. For want of a sufficient number of boats, he is apprehensive of being able to carry only a very limited quantity of goods, and he proposes the following scale of charges :—

	A.	P.	
For all goods carried up-stream with the exception of Salt, which is to be charged at half the rate...	1	6	per ton per mile.
For all goods carried down-stream, with the exception of *unscrewed* Cotton, which is to be charged ½ Anna extra	1	0	do. do.

The proportion of bulk to tonnage to be regulated according to the classification adopted by the Chamber of Commerce.

For Passengers:—

Cabin, 1st Class, 1 Anna per head per mile.
Deck, 2nd do. ½ do. do. do.
Do. Natives do. ¼ do. do. do.

2 cwt. of baggage allowed to each class; all extra to be charged at common goods rates.

The above to include all charges by land and water with the exception of food and attendance.

3. His Excellency the Governor in Council considers is desirable to adopt the District Engineer's suggestions as a whole, leaving with him the responsibility of working out his own scheme as an experiment for the present season. It is doubtful whether with a limited quantity of traffic, the above rates will cover the actual cost of conveyance, but they will serve to show whether by arrangements such as those proposed, any large amount of produce will be attracted to the river route, and will thus furnish data not otherwise procurable.

4. Reference will be made, through the Resident to the Nizam's Government, regarding the effects produced by the obstructions mentioned by Captain Haig, and that Government will be invited to remove the restrictions imposed on the emigration of labor from the Hyderabad Territory, as calculated to retard a work, the successful completion of which cannot fail to prove of much immediate benefit to His Highness' dominions.

5. The Deputy Chief Engineer will instruct Captain Haig to give all necessary publicity to his proposed arrangements for the traffic in the various local Gazettes, and also communicate to him the required information relative to the classification of goods alluded to above in paragraph 2.

6. The sanction of Government will be intimated by Telegram to Captain Haig, and the proposed Transit arrangements be communicated to the Commissioner of Nagpore and to the several Heads of Departments for information.

(Signed) W. H. HORSLEY, Lieut.-Colonel,
Secretary to Government.

Ordered that the following letters be despatched.

No. 110. From Lieutenant-Colonel W. H. HORSLEY, Secretary to Government Public Works Department, Fort Saint George, to the Secretary to Government of India, P. D. W., dated 3rd May 1862, No. 944.

SIR,

1. In continuation of my letter dated 10th April 1862, No. 728, I am directed by His Excellency the Governor in Council to lay before the Government of India a further report from Captain Haig, of progress made in constructing the Tramways at the three Barriers of the Upper Godavery, together with the Proceedings of this Government passing orders on the suggestions made by him for working the river during the coming season.

Dated 8th April 1862, No. 254.

Dated 3rd May 1862, No 943.

2. Owing to the want of boats, only a limited traffic is expected at first, and the following is the proposed scale of charges:—

Goods.

		Rs.	A.	P.	
All goods carried up-stream	...	0	1	6	per ton per mile.
Salt do.	...	0	0	9	do. do.
All goods carried down-stream	...	0	1	0	do. do.
Unscrewed Cotton do.	...	0	1	6	do. do.

Passengers.

Cabin, 1st Class	...	0	1	0	per head per mile.
Deck, 2nd do.	...	0	0	6	do. do.
Do. Natives	...	0	0	3	do. do.

This Government have adopted this scale and the District Engineer's suggestions as a whole, but have left with him the responsibility of working out his own scheme as an experiment for the present season; and although it is doubted whether, with the limited traffic expected this season, the above rates will cover the cost of conveyance, they will serve to show if any large amount of produce may be attracted to the river, and thereby furnish data not otherwise procurable.

3. A communication has been addressed to the Resident at Hyderabad pointing out the injurious effects produced by the recent orders of the Nizam's Government regarding the emigration of labor to the Godavery Works, in the hope that he will be able to induce that Government not only to withdraw the order in question, but also to add its weight and influence in the prosecution of works, the early completion of which cannot fail to benefit His Highness the Nizam's dominions.

4. This Government have also ordered that all necessary publicity be given to Captain Haig's proposed transit arrangements.

No. 111. From Lieutenant-Colonel W. H. HORSLEY Secretary to Government Public Works Department, Fort Saint George, to Colonel CUTHBERT DAVIDSON, C. B., Resident at Hyderabad, dated 3rd May 1862, No. 945.

SIR,

1. I am desired by the Madras Government to forward the accompanying Extracts from a Report just received from Captain Haig, and to express their hope, that you will be able so to represent to His Highness the Nizam the injurious effects produced by the recent order of his Government regarding the emigration of labor to the Godavery works, as will induce him to withdraw it, and to add instead the weight of his Government in the prosecution of works already benefiting the portions of his territory adjacent to them, and whose successful early completion can hardly fail to be followed with almost immediate benefit to a large portion of his dominions.

2. I am directed further to add that Captain Haig anticipates, that the land and river communications will be in such a state of forwardness by the 15th June next, as to admit of traffic to a limited extent being practicable from Hinghen Ghát to the Coast and *vice versâ*.

3. Orders have been issued to that Officer to circulate particulars of his arrangements, as well as the rates of freight for passengers and goods, for the information of parties anxious to avail themselves of the river route.

No. 112. From Lieutenant-Colonel W. H. HORSLEY, Secretary to Government, Public Works Department, Fort Saint George, to the Chief Commissioner of Nagpore, dated 3rd May 1862, No. 946.

SIR,

1. I am directed by His Excellency the Governor in Council to inform you that Captain Haig reports his anticipations of having the land and river communications along the Godavery in such a state of forwardness by the 15th June next as to render traffic practicable to a limited extent between Hinghen Ghát and the Coast.

2. Orders have been issued to Captain Haig to circulate particulars of the arrangements, as well as the rates of freight for passengers and goods, for the information of parties anxious to avail themselves of the river route.

UC 1

No. 267.

Central Office of Public Works.
Chepauk 16th April 1862

From, Lieut.t Col.l J. Ouchterlony
A.g Deputy Chief Engineer, Northern Circle.

To Lieut.t Col.l W. H. Horsley
Secretary to Government P.W.D.

Public.

Sir,

With reference to Proceedings of Govt No. 615.
dy 31st March/62
dy 28th Feby/62 x
Enclosure 2.
Table of distances
dr. 1006, 20th Feby/62.
x Paras 15, 16 & 17

I in continuation of my letter No. 182 x therein disposed of, I have the honor to forward a further report of progress on the Upper Godavery by Capt.n Haig, dated 8th April/62, for doing so. I shall not take up the time of Govt with more than a very few remarks.

2. I wish to represent that working to the present aspect of affairs as set forth by Capt.n Haig, his comparisons with that exhibited in his last communication, I do not think I can in fairness be blamed for having in the conceived discharge of my duty, demurred to the adoption of the extravagant +, as I considered them, premature measures which Capt.n Haig recommended in February; which it will be observed x he now, in April, himself holds to be objectionable

3. Reviewing the statement at present made by Capt.n Haig; balancing those discrepancies which seem apparent, I deduce

1st. That there is no prospect whatever of the tramway round the 35 miles Barrier (No 1) being constructed this year; and but a very faint prospect of the same end being attained at either of the other Barriers (Nos 1 & 2)

2d. That Jack Bullock roads will probably be completed round the last two Obstacles in time for the

next trading season: That the earthwork of the 3d Barrier would may by possibility (tho' I fear with little probability) be also completed. But it is impossible for any one accustomed to this country to believe that a work feebly executed like this will, after a few days of such tropical rain as makes the Godavery rise 20 feet in a single night, deserve the name of a practicable "road".

3d. That only 2 boats will be available on the upper river this season for the expected traffic in Cotton & other bulky articles. The tonnage of these boats is not given; but from the circumstances it may be concluded they are small. para 13.

4th. That as an imperative necessity to traffic Govt must assume all goods sent up & down the river against destruction or loss; That the high rates of 1½ annas (2¼d.) per ton per mile for up, & 1 anna (1½d.) for down traffic must be demanded. para 12.

4. In all this I cannot but see additional grounds for the opinion which I ventured to express in my letter No 102 in the words of Govt employed in their order No 1140 of 1861, that "it is clearly injudicious to attempt to force traffic by the river route before it is really practicable"; & I adhere to the sentiment I expressed in the same letter that the establishment of the barren fact that goods can be carried by the river is not commensurate with the risk of prejudice to the scheme by failure such as appears imminent of affairs on the river d/ 28 Feby/62 para. 8.

para: 9

maintain their present precarious aspect; by the imposition, even temporarily, of rates of freight such as absolutely exceed those at which the Bombay railway, when completed from Bhosawul to Dowlaiswaram, will be able to work with profit.

5. In conclusion I would beg leave to take advantage of this opportunity to offer a remark upon the concluding para: of the order of Govt now under reference. 2:615 d/ 31st March 1862.

6. I received with respect, but with pain, the rebuke which was therein implied. But I cannot at the same time for a moment suppose it to be the wish of Govt that, under any circumstances, a servant of the State of experienced bias or pleasure, a servant of the State charged with an important Public trust, should maintain silence when, in the strict execution of his duty he is led by facts to the conviction that a course disadvantageous to the Public interests is being embarked upon.

7. Not many years since a like sense of duty impelled me earnestly to remonstrate & protest against the carrying out of a scheme for the improvement of a certain harbour* in this Presidency, which had originated with men of high professional standing (Colonels Lawford & Sir Arthur Cotton). The Govt of Madras decided against my views; but they were supported by the Govt of India who called for inquiry. A Committee after Committee of professional officers was sent to the spot to examine & report; & by all in succession were my

* Cuddalore

arguments held as futile, while my opposition was decried (as I fear it is now) as factious & "disloyal".

Finally the project was sanctioned; a large expenditure ensued; & the result was, as I learnt from the lips of the highest Authority - the late Governor Lord Harris, a total failure; and even a prejudice to the former existant advantages of the Port.

8. I allude to this, I trust, in no spirit of self laudation;, but only as an illustration of the evils which may result to a Govt. from what is considered "loyalty" to popular pre-eminence amongst their professional servants & advisers; & also inasmuch as it may be held to support a view which I have elsewhere expressed, that long persistence in a belief that success attainable by particular means blinds even eminent men to a perception of fallacies which may bar that attainment, or which may threaten to make success itself no gain.

I have the honor to be
Sir
Your most obed. Servt
Hutchinson Lt Colo
Actg Dy Chief Engr N. C.

Central Office of P.W.
Chepauk
16th April 1862.

To
Lieutenant Colonel W. H. Horsley
Secretary to Government P. W. D.
Fort Saint George.

No 943 Public Works Dept

Proceedings of the Madras Govt 3rd May 1862

Read the following letter from the Actg Ch Engr No (circled)

15

No 267

Dt 16 April /62

Submits with observations a letter from the Dt Engr Upper Godavery reporting on the progress made with the various Works under execution during the past month also the arrangements he proposes for the traffic during the coming Navigation season

In the above Report, after detailing the progress made on the Tramways up to the end of March, and the probable completion of those at the 1st & 2nd Barriers during the month of June next, the D.E. Upper Godavery requests orders on certain suggestions connected with working the River during the coming season -

2 For want of a sufficient number of Boats, being apprehensive of being able to carry only a very limited quantity of goods, and he proposes the following scale of charges:

For all goods carried up Stream with the exception of Salt which is to be charged at half the rate - - - - - - - a. p. 1.6 per ton per mile

For all goods carried down Stream, with the exception

31st March /62 No 565-566

Copy sent to Letters to Engr

D/10 May 1862 No 32

29-11-11 B. II

Pub. Works 1862 Departt

Pro. of Govt for May

No 39

From,

Lt Coll J. Ouchterlony

Ag Dy Chief Engr A. C.

To, Lt Coll W. H. Horsley

Secretary to Govt P. W. D.

Fort St George.

Dated 16th }
Recd 17 } April 1862.

U.C.1.

Enc 2. (Returned 12-5/62) No 267.

Submits with observations a letter from the Dt Engr Upper Godavery reporting on the progress made with the various works under execution during the past month, also the arrangements he proposes for the traffic during the coming Navigation season

No 108

e 28th April

No 943 - 3rd May

of unscreened Cotton which
is to be charged ½ anna
extra — ——— A. P.
1. 0. per Imp. mile

The proportion of Bulk to
Tonnage to be regulated
according to the classification
adopted by the Chamber
of Commerce —

For Passengers.
Cabin - 1st. Class — 1 anna per head per mile
Deck - 2d. d. — ½ d. " "
& Native d. — ¼ d. " "

2. cwt. of Baggage allowed
to each class, all extra to
be charged at Minimum
goods rates.
The above to include all
charges by land & water
with the exception of food
and attendance —

P.S. Rule 5. in C. considered
if desirable to adopt the
L.S. suggestions as a whole
leaving with him the re-
sponsibility of working out
his own scheme as an
experiment for the present
Season - It is doubtful

whether with a limited
quantity of Traffic, the
above rates will cover the
actual cost of Transport ex-
penses, but they will
serve to shew whether by
arrangements such as those
proposed, any large amount
of produce will be attracted
by the River route, and
will thus furnish data not
otherwise procurable —

Reference will be made
through the Resident to the
Nizam's Govt. regarding the
effects produced by the
Obstructions mentioned by
Col. Goodfellow
Lt. Haig, and ~~Haig~~ will
be invited to remove the
restrictions imposed on the
emigration of Labour from
the Hyderabad Territory,
as calculated to retard
a work, the successful com-
pletion of which cannot
fail to prove of much
immediate benefit to
H. H.'s dominions —

The Supt. Chief Engr. will
in time call Lt. Haig to
give all necessary particulars

to his proposed arrangements for the Traffic in the Coasting local Gazette, and also communicate to him the required information relating to the classification of goods alluded to above in Para: 2.

The Sanction of Govt. will be intimated by Telegram to Capt. Bailey, and the proposed Transit arrangements be communicated to the Commissioner of Kaapoor and to the Revenue Heads of Depts.

In information -

Immediate.

13 Copies
To
The Secy. to Govt. Madras Mily. Dept.
" Revenue Dept.
" Public Do
" Military Do

28th April

Copy in a Letter to Engr.
of 10th May 1862 No. 32

Public Works 1862 Dept.
Pro of Govt. for May

No. 940.
Pro: of the Madras Govt.
Dt 3. May 62

Letter from the Dist.
Chief Engr. &c. Submitting
Letter from the Dist. Engr.
Upper Godavery reporting
the Progress made with
the various works during
the Month of March
1862 with orders thereon.

No. 108–109.