

(1) Number of pages 2(2) Date of repair 18-6-57(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No.	3510	Press
		Mis.
479-480		
Dated	21-11	18.65.

Not to be folded or roughly handled

Read the following papers :—

No. 479. From the Acting Collector of Cuddapah, to the Chief Secretary to Government, Fort Saint George, dated Cuddapah, 21st October 1865, No. 39.

1. Railway communication between this place and Madras was made complete on the 1st ultimo, by the opening of the section of the line between Cuddapah and Reddipally.

2. For some days previously the country people had been coming in with cotton, and when the rail was placed at the disposition of the public, a quantity of the staple had accumulated in Cuddapah, and was awaiting transport by it to the coast.

3. The daily arrivals of cotton since, have exceeded the quantity the Railway Company has been able to carry away, and at this moment, it is supposed, there are upwards of 20,000 bales in Cuddapah.

4. The bales are lying in every direction in the vicinity of the bazaar. They occupy the adjacent vacant spaces. From the road they can be seen in piles heaped up in the backyards of houses. Verandahs are blocked up with them; some even of the Pagodas are filled with cotton. An Agent of a mercantile firm in Madras has from 6,000 to 7,000 bales, and another has raised two large pyramids of bales in a compound adjoining the house in which I live, the bases of which are daily extending.

5. The owners of the cotton complain of the arrangements on the Railway, which renders this detention of their merchandize possible. They say that the accumulation of their cotton is injurious to them, inasmuch as there is not house accommodation in the town for it all; and some must get wet during the approaching monsoon and sustain damage. They calculate the deterioration from this cause at 6 Rupees each exposed bale, plus the destruction of the enveloping gunny, which rots and loses all value, and which may have cost 1½ Rupee.

6. I am not sure that the fault, if any, of the Railway Company, in regard to this state of things, is connected entirely with Cuddapah. The Managers of the Company know what is happening; and would probably have relieved Cuddapah if they could; but it seems that blame rests with exporters from Madras. The Traffic Manager, in a recent letter to me, speaking of the merchants at Madras, states, that until they take more active measures than they have hitherto done, to clear the Station at Royapuram of cotton, any measures adopted to accelerate the traffic at Cuddapah will merely increase the congestion at Madras. He says that on the date of his letter one hundred trucks (containing probably 2,000 bales) freighted with cotton were encumbering the rails at Royapuram, awaiting hands to unload them.

7. At Cuddapah the measures necessary to relieve the impeded traffic are simple. The Railway Company now runs one Goods Train a day, and hitches to the daily Passenger Train as many trucks as circumstances will permit. The Station Master informs me that he sends away 600 bales a day. Had he an extra engine and 15 trucks or so at his disposal, he thinks he would soon be able to clear the town of cotton. He has now trucks that he cannot use, owing to a deficiency of tarpaulins. For want of these indispensable protectors he is unable to utilize completely the means he already possesses.

*Proceedings of the Madras Government, Public Works Department,
21st November 1865.*

8. Cotton leaves Cuddapah unpressed. There is no doubt that if bales were pressed, their decreased size would be a convenience to the Railway Company, because traffic on the rail is limited not so much by weight as by bulk; but exporters will not, I understand, buy pressed cotton. They purchase only cotton which they can examine, and which must for this purpose be loose.

9. I am led to believe that the pressure at Cuddapah will not be permanent.

	Acres.
Bellary	4,66,013
Kurnool	2,60,167
Cuddapah	1,09,723
	8,35,905

It is, however, very difficult really to calculate the quantity of cotton there may be still in the interior. The cotton of Bellary, Kurnool, and of this District seeks an outlet to the coast by the rail here. I do not know the area in the three Districts under cotton last year, but in Fusly 1273 (1863-64) it was acres 8,35,905. At an average yield of lbs. 90 the acre, this area would give a production of 2,50,770 bales of 300 lbs. each.

Bellary	1,064,925
Kurnool	655,670
Cuddapah	1,059,102
	2,779,697

10. The population of the Districts at the last census was 2,779,697. The clothing of a Ryot weighs 8 lbs., and that of his wife 7 lbs., the household uses, besides sheets, rope, &c. The clothing of a man of a higher class weighs only 3 lbs., but such a man consumes more cotton than the Ryot in other ways. He uses mattresses, pillows, &c. Supposing the local consumption to be 20 lbs. a head, the population would have withheld bales 1,85,313 of the cotton crop of Fusly 1273 (1863-64) leaving for export bales 65,475. It would have indeed withheld more, for the census was taken in Fusly 1271 (1861-62), and the population must have since augmented; while increasing wealth must have added something to the internal consumption.

1863	1,73,180
1864	1,17,737
1865	1,36,946

(Up to the end of September.)

By Rail upwards of	30,000
In Cuddapah	20,000

11. The exports from Madras in the last three years have averaged 1,42,621 bales. One-third of them may easily have been drawn from this part of the country. Supposing this to be the case, the quantity of cotton already taken away by the rail since the 1st ultimo, and the quantity now lying in Cuddapah, nearly represents the total quantity of the crop of Fusly 1274 (1864-65) available for export, provided, and I have no reason to believe that the case is otherwise, that crop does not largely exceed the crop of Fusly 1273 (1863-64).

12. At all events the monsoon will now soon bring a pause in the cotton trade here, because rain will make the country difficult for bandies to traverse; and at Madras, because I understand the bulk of the export occurs between the months of May and October.

Referred to the Consulting Engineer for report.

(Signed) W. HUDLESTON,

Acting Secretary to Government.

24th October 1865.

*Proceedings of the Madras Government, Public Works Department,
21st November 1865.*

Endorsement of the Under Secretary to Government, in charge of the Office of the Consulting Engineer for Railways, dated Madras, 8th November 1865, No. 555.

From the Agent and Manager Madras Railway Company, to the Under Secretary to Government, in charge of the Office of the Consulting Engineer for Railways, dated Madras, 6th November 1865, No. 799.

1. Adverting to your letter of the 26th ultimo, No. 745, forwarding a communication* in original from the Collector of Cuddapah, having reference to the cotton traffic, I have the honor to quote as follows from a report† received from the Traffic Manager.

* Herewith returned.

† No. 466, dated 4th November 1865.

"I beg to acknowledge the receipt of Major Shaw Stewart's letter No. 745 of the 26th ultimo, forwarding a letter from the Collector of Cuddapah to the Chief Secretary to Government, and enquiring 'whether arrangements cannot be made for clearing away the cotton brought by rail to the Salt Cotaurs Goods Station more expeditiously than appears to be done at present; and for the despatch of a larger number than 600 bales of cotton daily from the Cuddapah Station.'

"With reference to the first point I may observe, that on the 30th September the number of bales of cotton on hand at the Salt Cotaurs was 4,396, and since that date the average number of bales received daily at the Salt Cotaurs from all Stations exceeds 2,000, the weight of which may be fairly estimated at 185 tons or 415,000 lbs.

"With some exceptions the cotton has been removed within twenty-four hours after arrival, but it is scarcely possible to restrict the quantity on hand at the Salt Cotaurs Station to one day's receipt, for the following reasons:—

"The influx of cotton at Madras, consequent on the opening of the Railway to Bangalore and Cuddapah, has been so large that merchants have been unable to provide godown accommodation for the bulk arriving daily, for although this season's crop may not be larger than last year's, yet the quantity of cotton brought into Madras by Railway is very much larger, and this has of course increased the stocks in hand very considerably.

"Again, cotton is, in many cases, received at Madras thirty-six hours before the consignee receives the receipt granted by the Railway Company at the forwarding Station (this is invariably sent through the Post Office), and although he may be ready and willing to remove his cotton, it cannot be delivered until the receipt is produced, except in the case of well known firms.

"It will, therefore, be readily understood that the number of bales always on hand at the Salt Cotaurs Station is seldom less, and generally greater than 4,000, the value of which may be roughly estimated at four lacs of Rupees.

"I am credibly informed that 1,100 is the maximum number of bales screwed in Madras daily; taking the weight of each bale at 300 lbs., we find that the gross weight of cotton screwed daily is 330,000 lbs., or only 80 per cent. of that brought by Railway.

"Assuming that the Presses in Madras were worked at the rate of 1,100 bales per diem during the month of October, the difference between the quantity on hand, and brought by Railway, and that screwed during the month, say 10,000 bales would require storage of some kind, in addition to the stock in hand on 1st October.

"Thus it will be seen that the quantity brought in daily by Railway is in excess of the quantity screwed, and knowing that cotton merchants have not, at present, the means of storing a very large quantity of cotton, I have endeavored to regulate the traffic on the Railway to suit their convenience, as well as our own, for it must not be forgotten that even the ground space at the Salt Cotaour Station is altogether insufficient to accommodate the quantity of cotton daily awaiting carriage at Bangalore and Cuddapah, to say nothing of the risk of fire at the Salt Cotaour Station.

"This explanation will, I hope, satisfactorily account for the apparently small quantity of cotton brought daily from Cuddapah. I may, however, observe that since the 21st ultimo, we have brought from that Station at the rate of 900 bales per diem, and at this rate, supposing Mr. Cockerell's figures of the quantity at Cuddapah to be correct, and that the whole of this season's crop has been brought into Cuddapah, the accumulation referred to by the Collector will be cleared away in three weeks from 31st October.

"There would be no difficulty in increasing the daily export from Cuddapah by Railway, but, for the reasons I have already given, which appear to me of too serious a character, so far as the Railway is concerned, to be lightly regarded."

2. You will have observed that Mr. Church states, in the concluding paragraph but one of his letter, that since the 21st ultimo 900 bales of cotton per diem have been brought from Cuddapah, being an increase of 50 per cent. upon the quantity carried at the time Mr. Cockerell wrote.

3. I have gone very fully into the question with the Traffic Manager, and have satisfied myself that, having regard to all interests, everything is being done, that can consistently be done, to meet the difficulty.

1. Submitted to Government, in reference to docket, dated the 24th ultimo, on a letter* from Mr. J. R. Cockerell, Acting Collector of Cuddapah.
* No. 39, 21st October 1865, herewith returned.

2. It seems from the explanation afforded by the Traffic Manager, that the Railway Company and the merchants at Madras are doing their best for the transport, and for the removal of cotton consigned to the coast.

3. It is evident that, if the merchants have no space into which they can put the cotton brought by the Railway, its removal from the Salt Cotaour Goods Station into the town of Madras must inevitably lead to the injurious results which Mr. Cockerell has shown would be the case if the cotton, which has accumulated at Cuddapah, be not soon removed.

4. The Traffic Manager states that about 900 bales of cotton are brought away from Cuddapah daily, which is about 50 per cent. in excess of the quantity carried when Mr. Cockerell wrote.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Under Secretary to Government,
In charge of the Office of the Consq. Engr. for Railways.

No. 480. ORDER THEREON, 21st November 1865, No. 3,510.

RAILWAY, No. 46.

The letter from the Agent and Manager of the Madras Railway above recorded will be communicated to the Collector of Cuddapah, with reference to his letter No. 39, dated 21st October 1865.
(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Collector of Cuddapah.
" Revenue Department.
" Consulting Engineer for Railways.

Exd. S. T. Augustin.

accumulated in Cuddapah and was

No 39

Cuddapah Collectors
Office 21st October 1865.

From J. R. Cockerell Esquire
Acting Collector

To
The Honorable A. Arbuthnot
Chief Secretary to Govern^t
Fort Saint George

Sir, Railway Communication be-
tween this place and Madras was made com-
plete on the 1st Ultimo by the opening of the
section of the line between Cuddapah and
Reddipally.

2. For some days previously, the Country
People had been coming in with Cotton, and
when the Rail was placed at the disposition
of the Public, a quantity of the Staple had
accumulated in Cuddapah and was awaiting

transport

transport by it to the Coast.

3. The daily arrivals of Cotton since, have exceeded the quantity the Railway Company has been able to carry away, and at the moment, it is supposed, there are upwards of 20000 Bales in Cuddapah.

4. The Bales are lying in every direction in the vicinity of the Bazar. They occupy the adjacent vacant spaces. From the road they can be seen in piles heaped up in the backyards of houses. Verandahs are blocked up with them. Some even of the Pagodas are filled with them. An agent of a Mercantile Firm in Madras has from 6000 to 7000 Bales, and another has raised two large pyramids in a compound adjoining the house in which I live the bases of which are daily extending.

5. The Owners of the Cotton complain of the arrangements on the Railway which renders the detention of their Merchandise possible. They say that the accumulation of their Cotton is injurious to them, inasmuch as there is not house accommodation in the Town for it all,

and some, must get wet during the approaching monsoon and sustain damage. They calculate the deterioration from this cause at 6 Rupees ^{per bale} ^{expended} ^{per bale}, plus the destruction of the enveloping gummy, which rots and loses all value, and which may have cost 1½ Rupee-

6. I am not sure that the fault, if any, of the Railway Company, in regard to this state of things, is connected entirely with Cuddapah. The Managers of the Company know, what is happening, and would probably have relieved Cuddapah if they could, but it seems that blame rests with Exporters from Madras. The Traffic Manager in a recent letter to me, speaking of the Merchants at Madras, states, that until they take more active measures than they have hitherto done, to clear the station at Rayapuram of Cotton, any measures adopted to accelerate the traffic at Cuddapah will merely increase the congestion at Madras. He says that on the date of his letter one hundred trucks (containing probably 2000 Bales) freighted with Cotton were encumbering the Rails at Rayapuram awaiting hands to unload them.

7. At Cuddapah the measures necessary to relieve the impeded traffic are simple. The Railway Company now runs one Goods Train a day, and hitches to the daily Passenger train as many trucks as circumstances will permit. The Station Master informs me that he sends away 600 Bales a day. Had he an extra Engine and 15 trucks or so at his disposal, he thinks he would soon be able to clear the Town of Cotton. He has now trucks that he cannot use owing to a deficiency of Tarpanis. For want of these indispensable protectors he is unable to utilize completely the means he already possesses.

8. Cotton leaves Cuddapah unpressed. There is no doubt that if Bales were pressed, their decreased size would be a convenience to the Railway Company, because traffic on the Rail is limited not so much by weight as by bulk; but, exporters will not, I understand, buy pressed Cotton. They purchase only Cotton which they can examine; and which, must for this purpose be loose.

9. I am led to believe that the pressed cotton will not be permanent. It

Acres.
Bellary. 466013
Kurnool. 260167
Cuddapah. 109725
835905

Bellary 1064925
Kurnool. 655670
Cuddapah. 1059102
2779697

is however very difficult really to calculate the quantity of Cotton there may be still in the interior. The Cotton of Bellary, Kurnool and of this District seeks an outlet to the Coast by the Rail here. I do not know the area in the three Districts under Cotton last year, but in July 1273 it was acres 835905. At an average yield of lbs 90 the Acre. This area would give a production of 250770 Bales of 300 lbs each.

10. The Population of the Districts at the last Census was 2779697. The clothing of a Ryot weighs 8 lbs. and that of his wife 7 lbs. The household uses, besides, sheets, Rope &c. The clothing of a man of higher class weighs only 3 lbs, but such a man consumes more cotton than the Ryot in other ways. He uses mattresses, Pillows &c. supposing the local consumption to be 20 lbs a head, the population would have withheld Bales 185313 of the Cotton Crop of July 1273 leaving for export Bales 65475. It would have indeed withheld more, for the Census was taken in July 1271 and the population must have since augmented, while increasing wealth must have added some thing to the internal

internal consumption:

11. The Exports from Madras in the last three years have averaged 142,621 Bales. One third of them may easily have been drawn from the part of the country. Supposing this to be the case, the quantity of Cotton already taken away by the Rail since the 1st of June and the quantity now lying in Cuddapah nearly represents the total quantity of the Crop of Tamil 1274 available for Export, provided: and I have no reason to believe that the case is otherwise: that crop does not largely exceed the crop of 1273 1863-64.

1863. — 173,180
1864. — 117,737
1865. — 136,946
(up to the end of Sept.)

By Rail upwards of 30,000
In Cuddapah 20,000

12. At all events the Monsoon will now soon bring a pause in the Cotton trade here; because rain will make the country difficult for Bandies to traverse, and at Madras, because Superintend the bulk of the export occurs between the months of May & October.

I have the honor to be
Sir
Your Most Obedient Servant

M. Cocheret
Acting Collector

By Sept. 3

No 555

Cons Engin's Office

No 39. 21st
Oct 1865 - herewith
returned

Submitted to Government,
in reference to docket dated the 24th
Ultimo, on a letter from Mr. J. R. Lockrell
Acting Collector of Fuddapoh.

2. It seems from the explanation
afforded by the Traffic Manager, that
the Railway Company and the Merchants
at Madras are doing their best for the
transport, and for the removal of cotton
consigned to the Coast.

3. It is evident that, if the
Merchants have no space into which they
can put the Cotton brought by the Rail-
way, its removal from the Salt Pans
Goods Station into the town of Madras
must inevitably lead to the injurious
results which Mr. Lockrell has shown would
be the case if the Cotton, which has ac-
cumulated at Fuddapoh, be not soon
removed.

4. The Traffic Manager states that
about 900 bales of cotton are brought away
from Fuddapoh daily, which is about 50 per
cent in excess of the quantity carried when
Mr. Lockrell wrote.

Madras 9
8th Nov 65

Wm Stewart Major R.E.

In charge of the office of the
Cons Engin's for Rys

To the Secretary to Government Rys. Dept.
Fort St George

Submit a report on the
Quantity of Cotton exported
by Railways, & Madras
from Coorg, and the
number of Bales of Cotton
still lying in Coorg.
ready for transshipment
to France

1865
4468/65

Date 21st October 1865.
Re: 21st

1865
No 39
The Chief Secretary
& Government
Fort St George

1865
No 3002.
The Acting Collector
of Coorg

24 Oct 1865
J. R. Lockrell
for a list
of the Cotton
exported to
France

21st 1865

No. 799

MADRAS RAILWAY COMPANY.

AGENT AND MANAGERS' OFFICE.

Madras, November 6th 1865.

From

A. B. Ewing Esq.,

Agent and Manager.

To

Major J. H. M. Shaw Stewart, R.E.
In Charge of the Office of the
Consulting Engineer for Railways.

SIR,

Adverting to your letter of the 26th herewith received, attoms, p 745, forwarding a communication in original from the collector of Coimbatore, having reference to the cotton traffic, I have the honor to quote as follows from a report received from the Traffic Manager.

"I beg to acknowledge the receipt of Major Shaw Stewart's letter p 745 of the 26th attoms forwarding a letter from the collector of Coimbatore to the Chief Secretary to Government, and enquiring whether arrangements cannot be made for clearing away the cotton brought by Rail to the Salt Lake Goods Station more expeditiously than appears to be done at present, and for the dispatch of a larger number than 600 Bales of cotton daily from the Coimbatore Station."

"With reference to the first point, I may observe, that on the 30th September, the number of Bales of cotton on hand at the Salt Lake was 4396, and since that date the average number of Bales received daily at the Salt Lake from all Stations exceeds 2000, the weight of which may be fairly estimated at 185 Tons or 415,000 lbs."

With

"With some exceptions, the cotton has
"been removed within 24 hours after arrival, but it
"is scarcely possible to restrict the quantity on
"hand at the Salt-station Station to one days
"Receipt, for the following reasons.

"The influx of Cotton at Madras consequent
"on the opening of the Railway to Bangalore and Cuddalore
"has been so large that Merchants have been enabled
"to provide sufficient accommodation for the bulk
"arriving daily, for although this season's crop may
"not be larger than last year, yet the quantity
"of Cotton brought into Madras by Railway is very
"much larger; and this has of course increased the
"Stock in hand very considerably.

"Again Cotton is in many cases
"received at Madras 36 hours before the Consignee
"receives the receipt granted by the Railway Company
"at the Forwarding Station (this is invariably sent
"through the Post Office) and although he may be
"ready and willing to remove his Cotton, it cannot
"be delivered until the Receipt is produced, except in
"the case of well known firms.

"It will therefore be readily
"understood that the number of Bales always on
"hand at the Salt-station Station is seldom less, and
"generally greater than 4,000, the value of which
"may be roughly estimated at 4 lacs of Rupees.

"I am credibly informed that 1,100
"is the maximum number of Bales screened in
"Madras daily; taking the weight of each Bale
"at 300 lbs, we find that the gross weight of Cotton
"screened daily is 330,000 lbs, or only 80 per cent
"of that brought by Railway.

"Assuming that the Presses in
"Madras

21
"Madras were worked at the rate of 1,100 Bales
"per diem during the month of October, the difference
"between the quantity on hand and brought by Railway
"and that screened during the month, say 10,000
"Bales, would require storage of some kind, in
"addition to the Stock in hand on 1st October.

"Now it will be seen that the
"quantity brought in daily by Railway is in excess
"of the quantity screened, and knowing that Cotton
"Merchants have not, at present, the means of
"storing a very large quantity of Cotton, I have
"endeavored to regulate the traffic on the Railway
"to suit their convenience, as well as our own,
"for it must not be forgotten that even the ground
"space at the Salt-station Station is altogether
"insufficient to accommodate the quantity of Cotton
"daily awaiting carriage at Bangalore and Cuddalore,
"to say nothing of the risk of fire at the Salt-station
"Station.

"This explanation will I hope
"satisfactorily account for the apparently small
"quantity of Cotton brought daily from Cuddalore. I
"may however observe that since the 2nd ultimo,
"we have brought from that Station at the rate
"of 700 Bales per diem, and at this rate supposing
"Mr. Lockhart's figures of the quantity at Cuddalore
"to be correct, and that the whole of this season's
"crop has been brought into Cuddalore, the accumulation
"referred to by the collector, will be cleared away in
"three weeks from 3rd October.

"There would be no difficulty in
"increasing the daily export from Cuddalore by Railway
"but for the reasons I have already given, which
"appear to me of too serious a character, so far as the
"Railway is concerned, to be lightly regarded."

You

2. 134. 1223 1865. 02. 1533

You will have observed, that Mr. Church states, in the concluding para. of his letter, that since the 21st ult., 900 bales of cotton have been brought from Suddapah, being an increase of 50 per cent upon the quantity carried at the time Mr. Cockrell wrote.

I have gone very fully into the question with the Traffic Manager, and have satisfied myself, that having regard to all interests, everything is being done, that can consistently be done,

2. 134. 1223 1865. 02. 1533

Enclosing an extract from the Traffic Manager's letter as to the Cotton traffic at Suddapah.

Dated 2nd Nov 6. 1865

The Consulting Engineer for Railways

The Agent and Manager

134. 1223 1865. 02. 1533

I have the honor to be,
Your most obedient servant,
Wm. J. Christie
Agent and Manager

WJ

134. 1223 1865. 02. 1533

Public Works Department
No. 3570

Proceedings of the Madras Government
Under date the 21st November 1865

Read the following
From the Consulting Engineer
for Railways

Furnishing an explanation from the Traffic Manager, with reference to Mr. Cockrell's letter as to the Cotton traffic at Suddapah.

(New Entry to No. 3570 of 1865 No. 1999)

The letter from the Agent and Manager of the Madras Railway above recited will be communicated to the Collector of Suddapah with reference to his letter No. 39 dated 21st October 1865 -

By the Collector of Suddapah
Revenue Dep^y
Consulting Eng^r for Railways

Dec^r 22nd November

37
4

PT 1865 Departs
Pno: of Govt for hour

No 2570
Pno: of the Agent
of 21 hour 60

C.D. 2142/66

Accumulation of Cotton
at Cuddapah. Letter from the
Agent & Manager of the Madras
Railway on the subject of - for-
warded to the Collector of Cuddapah.

No. 479. 480

1250000 1865000.1500