

# MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT

|         |  |      |
|---------|--|------|
| GO. No. |  | Page |
|         |  |      |
| Dated   |  | 18   |

Not to be folded or roughly handled

*Fort Saint George, Public Works Consultation of 30th March 1858.*

Read the following.

No. 72. Extract from the Minutes of Consultation in the Military Department, dated 20th October 1857, No. 3671.

Read letter, from the Quarter Master General of the Army, 19th October 1857, No. 448 ; to the Secretary to Government, Military Department.

Having submitted to the Commander-in-Chief resolution of Government of 13th Instant, No. 3580, I am directed to say, His Excellency is most clearly of opinion that it is in the highest degree desirable that the River Godavery and its tributaries should be rendered navigable.

The Commander-in-Chief believes from all he has been able to learn on the subject, from those best informed with respect to it, that there are no difficulties in the way that cannot be overcome by Engineering skill and practical experience.

If Troops and Military Stores can be forwarded to the stations in that quarter by water, the benefit to the population, in being relieved from the necessity of furnishing carriage will of itself, be an immense gain, and His Excellency feels sure that the difference of cost, between water and land transport, will be found so greatly in favor of the former, as speedily to cover the outlay of carrying out this project.

Communicated to Department Public Works.

(True Extract and Copy.)

(Signed) C. A. BROWNE, Colonel,

Secretary to Government.

No. 73. Extract from the Minutes of Consultation in the Military Department, dated 5th November 1857, No. 3888.

Read Memo. from the Commissary General, 2nd November 1857, No. 172 ; to the Secretary to Government, Military Department, Fort Saint George.

Adverting to the memorandum from the Secretary to Government, the Commissary General has the honor to state, that the aggregate probable quantity of stores which may be required to be despatched by the Commissariat from Masulipatam to the advanced stations and ordinary cost of transport are as follows.

*Ordinary cost of transport.*

To Kamptee —Tons 203 is Rupees 17,190-0-0 or 84-10-10 per Ton.  
To Secunderabad—Tons 270 is Rupees 8,180-0-0 or 30- 4- 9 per Ton.

Company's Rupees...25,370-0-0

the particulars of which are given in the annexed statement.

*Statement of the probable quantities of Stores that may be expected to be despatched from Masulipatam to Kamptee and Secunderabad, showing also the cost of Carriage per ton under ordinary course.*

|                                     |                                                                 | To<br>Kamptee.<br>Tons. | To<br>Secundera-<br>bad.<br>Tons. |
|-------------------------------------|-----------------------------------------------------------------|-------------------------|-----------------------------------|
| Porter.....                         | { 600 Hogshead equal to 300 Carts or<br>800 do. .... 400 do. or | 150                     | 0                                 |
| Arrack.....                         | { 60 Pipes .... 60 do. or<br>80 do. .... 80 do. or              | 80                      | 0                                 |
| Tea.....                            | { 150 Chests .... 15 do. or<br>200 do. .... 20 do. or           | 0                       | 10                                |
| Hospital Clothing, Blankets, &c &c. | { 6 do. .... 3<br>8 do. .... 0                                  | 3                       | 0                                 |
| Hospital Wines, Spirits, Medical    | { 24 do. .... 12                                                | 12                      | 0                                 |
| Comforts, &c. ....                  | { 32 do. .... 0                                                 | 0                       | 16                                |
| Total Tons...                       |                                                                 | 203                     | 270                               |

*Department*

*Statement of expenses which would be incurred by the ordinary mode of Transport.**To Kamptee.*

|                                                                                        |                |
|----------------------------------------------------------------------------------------|----------------|
| 345 Carts with Porter, Tea and Hospital Wines,<br>Clothing, &c. at 42 Rs. each cart—is | Rs. 14,490-0-0 |
| 60 do. with Arrack at 45 Rs. per cart—is                                               | Rs. 2,700-0-0  |
|                                                                                        | Rs. 17,190-0-0 |

405 Carts computing at  $\frac{1}{2}$  cart per Ton—is ..... Tons 203 or Rs. 84-10-10 per Ton.

*To Secunderabad.*

|                                          |               |
|------------------------------------------|---------------|
| 460 Carts as above at 15 Rs. per cart—is | Rs. 6,900-0-0 |
| 80 do. with Arrack at 16 Rs. per cart—is | Rs. 1,280-0-0 |
|                                          | Rs. 8,180-0-0 |

510 Carts computing at  $\frac{1}{2}$  cart per Ton—is ..... Tons 270 or Rs. 30-4-9- per Ton.

Commissary Genl.'s Office,  
Madras,  
2nd November 1857.

(Signed) A. McCALLY, Lieut.-Colonel,

*Commissary General.*

Communicated to the Department of Public Works in continuation of reply to Minutes of Consultation, Department Public Works, No. 1911.

(True Extract and Copies)

(Signed) C. A. BROWNE, Colonel,

*Secretary to Government.*

No. 74. Extract from the Minutes of Consultation in the Military Department, dated 6th March 1858, No. 847.

Read letter from the Commissary General, 26th February 1858, No. 34; to the Secretary to Government, Military Department.

With reference to my letter, I have now the honor to submit for the information of Government, copy of a report which I have received from the Officer of this Department in the Northern Division, on the subject of using the Godavery as the means of transport for Stores towards Secunderabad and Nagpore and the formation of a Depôt at Budrachellum.

2. It will be seen from Captain Young's report and the different authorities whom he quotes, that there are difficulties in the way of carrying out the object, which must first be removed before full advantage can be taken of the Godavery for the transport of Stores, and the formation of a Depôt at Budrachellum not being agreeable to His Highness the Nizam, renders the difficulty still greater.

3. With reference to para. 7 of Captain Young's letter, I fully concur with that Officer in the advisability of establishing a Bullock Transit along the road between Masulipatam and Secunderabad. I have indeed, owing to pressing emergencies and the great drain on the Country for carriage, authorised him to carry out as an experiment such a Transit Dawk in communication and with the assistance of Rajah Nagana, the contractor for the transport of Commissariat and Ordnance Stores, and the Inspector General of Ordnance and Magazines fully concurs with me in this only mode, which now remains for the expeditious forwarding of Stores. The experiment when well tested might perhaps hereafter be deemed worthy of consideration for the despatch of Troops.

From the Sub Assistant Commissary General, Masulipatam, 4th February 1858, No. 1482; to the Commissary General of the Army, Madras.

Sir,

I have the honor to acknowledge the receipt of your letter No. 3448, enclosing a copy of a resolution from the Chief Engineer, with an order thereon by Government, regarding the feasibility of forwarding Military Stores of all kinds for the advanced Stations of Secunderabad and Kamptee by the River Godavery up to Budrachellum and requesting my report on the same.

2. For this purpose, it was necessary to get information from the Collectors of Masulipatam and Rajahmundry, the Civil Engineer and also from the Resident of Hyderabad, all of whom were communicated with, but I regret to say, this report has been much delayed by the tardy reply of the latter, who it will be seen gives no information on the points requested, beyond the fact of such an arrangement not being agreeable to His Highness' Government. My means of information are therefore restricted to the replies of the Collectors and Lieutenant Beatty the Executive Engineer.

3. The Collector of Masulipatam under the supposition, that all the Stores would be landed at Masulipatam as at present done, is of opinion that they could not be shipped for Rajahmundry and Budrachellum, nearer than Pendurroo about 25 miles from this, the present road to which, is at all time circuitous and bad, and in the Monsoon impassable, and at Budrachellum he states a Detachment of Troops and a Depôt for Stores and Bandies would be necessary and that the roads from thence to Secunderabad and Kamptee must be merely common country ones.

4. The Collector of Rajahmundry is also of opinion, that a Detachment of Troops should be permanently posted at Budrachellum and a Depôt formed there with an Establishment under special charge of an Officer. He is however unable to furnish any accurate information regarding the condition of the roads from thence to Kamptee and Secunderabad, nor can he venture on an opinion how Carriage is to be provided there; this information being in the province of the Resident of Hyderabad to furnish. The above is the extent of the information I have been able to obtain on the point I have been requested to report upon.

5. The Collector of Masulipatam however in the last part of his letter considers, that on the completion of the Canal between Masulipatam and Bezoarah on the Kistna, that, that line would be the proper one for Stores to be sent to Hyderabad and Kamptee. On this point Lieutenant Beatty's letter is most conclusive. The Collector of Rajahmundry is of opinion, in which the District Engineer Captain Rundall coincides, that Cocanada should be made the landing Port of this Division, owing to its superiority over Masulipatam as a Port, and the facility there is of forwarding by Canal and the Colair lake to Bezoarah, and thence by the Kistna to Juggiahpett; also Stores for Hyderabad at least, if not for Kamptee also.

6. I now proceed to give my opinion on the above information, although from my short residence in this range, I do so with much diffidence. It is evident beyond doubt that for the present and for some years to come the Godavery cannot be made use of as a line of communication between Masulipatam, Kamptee and Secunderabad; a considerable outlay would be necessary to form a Commissariat Depôt at Budrachellum, independent of Barracks and Lines for the Detachment, and Masulipatam also would have to be given up as Commissariat Head Quarters and transferred to Cocanada. A large amount of Carriage would have to be kept up at Budrachellum, as it would not be advisable to depend on the resources of the Country and as far as Hyderabad is concerned, this line would only be some 40 Miles shorter than the present one by Bezoarah.

7. As this report is evidently required for the purpose of ascertaining the most expeditious and economical line for the transport of Military Stores from Masulipatam to Secunderabad and Kamptee, I have no hesitation in saying that the present one via Bezoarah and Juggiahpett combines both those qualities and I would strongly recommend the immediate adoption of a Bullock Transit along this line, similar to that between Vellore and Bangalore, by which means all Stores would with ease reach Hyderabad in 10 days or in a third of the time at present occupied.

From the Collector of Rajahmundry, Cocanada, 14th November 1857, No. 1080; to the Sub Assistant Commissary General, Masulipatam.

SIR,

I have the honor to acknowledge the receipt of your letter of the 31st Ultimo, and to forward Extract from a letter addressed by the late Collector to the Commissioner for the Northern Circars, on the subject of the Establishment of a Salt Depôt at Budrachellum.

2. You will observe, that he strongly recommended the Establishment of a Depôt at the place named. If a Depôt was so established, it would be necessary to have an Officer in especial charge of it, with a Subordinate Establishment and a pretty strong guard, seeing that it is in the Nizam's Dominions and quite beyond the control of the Rajahmundry Authorities.

3. In regard to the probability of procuring Carriage at Budrachellum for the conveyance of Stores to Nagpore (Kamptee), I am sorry I am not in a position to give you any precise information, but from all I can learn sufficient might, due notice, say a month, being given, be obtained. Should the experiments now being made by a Calcutta House of bringing Cotton down the River from Budrachellum prove remunerative, the return Carriage would be available for Stores. I am unable to tell you what the cost of transport would be.

4. In my own opinion and I believe it is that of the District Engineer, Captain Rundall, the best route for Stores for Hyderabad would be from Cocanada by Canal and the Colair lake to Bezoarah, thence up the Kistna as far as the vicinity of Juggiahpett, whence land Carriage to Secunderabad is easily procurable. The Kistna is navigable to the point named for at least several months in the year. There is, I believe, no water Carriage by Canal within 16 Miles of Masulipatam, and the landing Stores at that Port is a much longer process, and one attended with greater risk than at Cocanada.

5. Though I think the Establishment of a Salt Depôt at Budrachellum very desirable on other grounds, I do not see that it would facilitate the obtaining Carriage for Stores to Kamptee. If any thing it would have rather a contrary effect as at once providing a convenient return load. The Salt dealers however almost always employ Bullocks, while for the Stores Carts would doubtless be required.

Extract of a letter from the Collector of Rajahmundry to the Commissioner for the Northern Circars, dated 22nd January 1851.

6. To this end, I propose that a Salt Depôt should be established with the concurrence of His Highness the Nizam, on the banks of the Godavery at the Town of Budrachellum, about 200 miles from the Coast. This is a place of celebrity on account of its Pagodah which is visited by thousands of people on every anniversary festival. It is Cusba Town, and a Foujdar lives there. It seems, therefore, to be in every way a suitable place for such an Establishment. The Salt pans near Cocanada are on the bank of the navigable Canal called the Thooliaphajee, which is fed by the Annicut reservoir, and affords an easy and convenient means of transport for the Salt boats going up the River. These should be built expressly for the purpose, they should hold a large Cargo and draw very little water. As they will be models for the guidance of the Merchants, great care should be bestowed on their construction. The convenience that will arise to the Brinjaries from having a Salt Depôt so near at hand, will be apparent as soon as the Government Salt begins to be sold there. They will immediately betake themselves to this new emporium and forsake the Salt pans on the Sea Coast. There can be no doubt that they will repair to Budrachellum in preference to making tedious and difficult marches through the passes in the Hills, to the Salt pans in Masulipatam, Rajahmundry and Vizagapatam. It would be a great boon to the people in the Hyderabad Territory to reduce the price of their Salt 50 or 60 per Cent. There would be a considerable profit to Government from the extension of the sales. The conveyance of the Salt in Government boats expressly adapted for the purpose, would show how easily the communication might be carried on. Return Cargoes might be brought down in the Government boats at the cost of the Merchants. The safety of the Transit against plunderers would be ensured to the utmost possible degree, and the Godavery would at once be made use of as far as the navigation is now practicable for all the ordinary purpose of trade.

7. If the project of establishing a Steam communication with Budrachellum be disapproved of, the Salt Depôt scheme may still be considered in a favorable light though its effects upon the navigation of the River will scarcely extend beyond that Town, the first barrier of rocks is only a few Miles above Budrachellum, and it will be sufficient to check the most enterprising Native Merchants. The expense and the difficulties connected with the conveyance of the Salt in common boats through the Hills have been alluded to above. An addition to the price of the Salt will therefore be requisite to cover the expenses whether Steamers be employed for the purpose or not.

From the Acting Collector of Masulipatam, 3rd November 1857, No. 440; to the Sub Assistant Commissary General, Masulipatam.

SIR,

I beg to return the original letter enclosed in your letter dated 30th October.

2. The nearest point to this, where boats can embark Cargo for Rajahmundry is Pendooroo, about 2 Miles beyond the Buntoomilly Salt Station, and at present the route they take from thence is most circuitous. You know the difficulty even with *Elephants* to convey a little Telegraph wire to this place. No doubt in due time, the passage from Pendooroo will be made more direct, when the Public Works Department have got their works farther advanced—but I know of no intention to make either a good road or a Canal from this to Pendooroo and I consider this a serious difficulty to commence with. I doubt Military Stores at present could be easily conveyed from Budrachellum either to Hyderabad or Kamptee, for the roads must be very much as Nature made them and a Depôt of Sepoys and bandies would be requisite at Budrachellum and I may remark that the Canal from this to Bezoarah must soon be finished and thence there is a made road to Hyderabad and Kamptee.

From the Resident at Hyderabad, 29th January 1858, No. 116; to the Sub Assistant Commissary General, Masulipatam.

SIR,

With reference to your letter No. 1407 of the 19th Instant, and to the one from Captain Fergusson No. 1068 dated 30th October 1857, requesting my opinion as to the feasibility of establishing at Budrachellum a Salt Depôt for the Masulipatam and Rajahmundry Districts &c., I have the honor to forward for your information, copy of a note received from His Highness the Nizam's Minister, stating that the arrangement would not be agreeable to His Highness' Government.

From the Executive Engineer, Kistnah Division, 21st January 1858, No. 83; to the Sub Assistant Commissary General.

SIR,

With reference to your letter dated Masulipatam 19th January 1858, I have the honor to inform you that there is at present no Canal connecting Goondoopauliem with Bezoarah.

During part of the South West and North East Monsoons, it would be possible for boats to proceed from Goondoopauliem by the Chinnapoor Canal into the River, and with great difficulty (against a Current of 3 to 7 Miles an hour, and of course also in the time of the South West Monsoon against the wind) up the River, which is very circuitous to Bezoarah.

At other seasons of the year, that route is totally impracticable, and the only line of communication between Masulipatam and Bezoarah is the Hyderabad road.

1. Communicated to the Department Public Works.

2. The Governor in Council approves of the experimental Transit which has been established on the road from Masulipatam to Secunderabad.

(True Extract and Copies.)

(Signed) C. A. BROWNE, Colonel,  
*Secretary to Government.*

No. 75. ORDER THEREON, No. 566; dated 29th March 1858.

The Government observe that the Report of the District Engineer of the Godavery Division on the results of his trip on the iron Steamer on the river as far as Buddrachullum, together with the suggestions of the Chief Engineer thereon, were communicated, through the Military Department, to the Quarter Master General of the Army, the Commissary General, and the Inspector General of Ordnance, for any observations they might desire to offer. The views of his Excellency the Commander in Chief, and of the Commissary General are given in the above letters, but as the Inspector of Ordnance has not yet replied to this requisition, the Government resolve to call the attention of that Officer to his omission.

2. The Government would remark that the reference to the Inspector of Ordnance was made on the 13th October 1857, and that he was reminded of the subject on the 23rd October, and 23rd November 1857, and 1st February 1858, without success. The matter in question is one of very great importance, and should have attracted more immediate attention from Colonel Balfour.

(Signed) H. FORBES,  
*Acting Secretary to Government.*

No. 3671.

*Extract from the Minutes of Consultation, 20th October 1857.*

*Read letter, from the Quarter Master General of the Army, 19th October 1857, No. 448; to the Secretary to Government, Military Department.*

Having submitted to the Commander-in-Chief resolution of Government of 13th Instant, No. 3580, I am directed to say, His Excellency is most clearly of opinion that it is in the highest degree desirable that the River Godavery and its tributaries should be rendered navigable.

The Commander-in-Chief believes from all he has been able to learn on the subject, from those best informed with respect to it, that there are no difficulties in the way that cannot be overcome by Engineering skill and practical experience.

If Troops and Military Stores can be forwarded to the stations in that quarter by water, the benefit to the population, in being relieved from the necessity of furnishing carriage will of itself, be an immense gain, and His Excellency feels sure that the difference of cost, between water and land transport, will be found so greatly in favor of the former, as speedily to cover the outlay of carrying out this project.

Communicated to Department Public Works.

(True Extract and Copy.)

To the Department Public Works. *With 2 copies.*  
„ Quarter Master General.

*W. Brown*  
*Secretary to Government.*

Exd. J. E. Cashart.

Cons 13 Deliber, 5784243

Public Works 1857 Report  
Dy to Cons. 30<sup>th</sup> March

Copy in a Letter to England  
27 23<sup>rd</sup> March 1857 No. 3

No. 1120

Extract from the Minutes  
of Cons. in the Military Dept.

Dated 20<sup>th</sup> October, 1857

Recd. 27<sup>th</sup> Oct. 1857  
Ex. M. Cons. 2<sup>nd</sup> Div. 37<sup>th</sup> Dec. 1857 No. 2258  
S. P. Cons. 26<sup>th</sup> in Cons.

Communicated by a letter  
from the Dy. M. Genl. of the  
Army expressing an opinion  
on the desirableness that  
the River Godavari & its  
tributaries, should be  
rendered navigable.

With an order

MILITARY DEPARTMENT.

No. 3888.

Extract from the Minutes of Consultation, 5th November 1857.

Read Memo. from the Commissary General, 2nd November 1857, No. 172; to the Secretary to Government, Military Department, Fort Saint George.

Adverting to the memorandum from the Secretary to Government, the Commissary General has the honor to state, that the aggregate probable quantity of stores which may be required to be despatched by the Commissariat from Masulipatam to the advanced stations and ordinary cost of transport are as follows.

Ordinary cost of transport.

To Kamptee —Tons 203 is Rupees 17,190-0-0 or 84-10-10 per Ton.

To Secunderabad—Tons 270 is Rupees 8,180-0-0 or 30-4-9 per Ton.

Company's Rupees 25,370-0-0

the particulars of which are given in the annexed statement.

Statement of the probable quantities of Stores that may be expected to be despatched from Masulipatam to Kamptee and Secunderabad, showing also the cost of Carriage per ton under ordinary course.

|                                      |                                          | To Kamptee. | To Secunderabad. |
|--------------------------------------|------------------------------------------|-------------|------------------|
|                                      |                                          | Tons.       | Tons.            |
| Porter                               | { 600 Hogshead equal to 300 Carts or ... | 150         | 0                |
|                                      | { 800 do. ... 400 do. or ...             | 0           | 200              |
| Arrack                               | { 60 Pipes ... 60 do. or ...             | 30          | 0                |
|                                      | { 80 do. ... 80 do. or ...               | 0           | 40               |
| Tea                                  | { 150 Chests... 15 do. or ...            | 8           | 0                |
|                                      | { 200 do. ... 20 do. or ...              | 0           | 10               |
| Hospital Clothing, Blankets, &c. &c. | { 6 do. ...                              | 3           | 0                |
|                                      | { 8 do. ...                              | 0           | 4                |
| Hospital Wines, Spirits, Medical     | { 24 do. ...                             | 12          | 0                |
| Comforts, &c.                        | { 32 do. ...                             | 0           | 16               |
| Total Tons.                          |                                          | 203         | 270              |

Statement of expenses which would be incurred by the ordinary mode of Transport.

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345 Carts with Porter, Tea and Hospital Wines,  
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COMMISSARY GENL.'S OFFICE,  
MADRAS,  
2nd November 1857.

(Signed) A. McCALLY, Lieut. Colonel,

Commissary General.

Communicated to the Department of Public Works in continuation of reply to Minutes of Consultation, Department Public Works, No. 1911.

(True Extract and Copies.)

*A. Brown*

Secretary to Government.

To the Department Public Works. With 2 spare Copies.

Exd. J. E. Cashart.

Ms. 723

Nov. 13. October 57. 200  
 - 292 - " - " - 42043  
 338 - " - " - 292433  
 1000 was 1st 292's before 292 Oct 1857  
 2500 292 - in Cms.  
 Copy in a letter to England  
 of 292. March 1857. 1423

*Dated 4th February 1858.*

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2. It will be seen from Captain Young's report and the different authorities whom he quotes, that there are difficulties in the way of carrying out the object, which must first be removed before full advantage can be taken of the Godavery for the transport of Stores, and the formation of a Dépôt at Budrachellum not being agreeable to His Highness the Nizam, renders the difficulty still greater.

3. With reference to Para. 7 of Captain Young's letter, I fully concur with that Officer in the advisability of establishing a Bullock Transit along the road between Masulipatam and Secunderabad. I have indeed, owing to pressing emergencies and the great drain on the Country for Carriage, authorised him to carry out as an experiment such a Transit Dawk in communication and with the assistance of Rajah Nugana, the Contractor for the transport of Commissariat and Ordnance Stores, and the Inspector General of Ordnance and Magazines fully concurs with me in this only mode, which now remains for the expeditious forwarding of Stores. The experiment when well tested might perhaps hereafter be deemed worthy of consideration for the despatch of Troops.

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3. The Collector of Masulipatam under the supposition, that all the Stores would be landed at Masulipatam as at present done, is of opinion that they could not be shipped for Rajahmundry and Budrachellum, nearer than Pendurroo, about 25 Miles from this, the present road to which, is at all time circuitous and bad, and in the Monsoon impassable, and at Budrachellum he states a Detachment of Troops and a Depot for Stores and Bandies would be necessary and that the roads from thence to Secunderabad and Kamptae must be merely common Country ones.

4. The Collector of Rajahmundry is also of opinion, that a Detachment of Troops should be permanently posted at Budrachellum and a Depot formed there with an Establishment under special charge of an Officer. He is however unable to furnish any accurate information regarding the condition of the roads from thence to Kamptee and Secunderabad, nor can he venture on an opinion how Carriage is to be provided there; this information being in the province of the Resident of Hyderabad to furnish. The above is the extent of the information I have been able to obtain on the point I have been requested to report upon.

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The Hon<sup>ble</sup> Secy of the Navy  
 Dept of the Navy  
 Washington  
 D.C. 20540

Oct 26 } Nov 1857.  
Nov 11 }

1888.

[illegible]

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*From the Collector of Rajahmundry, Cocanada, 14th November 1857, No. 1080; to the Sub Assistant Commissary General, Masulipatam.*

I have the honor to acknowledge the receipt of your letter of the 31st ultimo, and to forward Extract from a letter addressed by the late Collector to the Commissioner for the Northern Circars, on the subject of the Establishment of a Salt Depôt at Budrachellum.

2. You will observe, that he strongly recommended the Establishment of a Depôt at the place named. If a Depôt was so established, it would be necessary to have an Officer in especial charge of it, with a Subordinate Establishment and a pretty strong guard, seeing that it is in the Nizam's Dominions and quite beyond the control of the Rajahmundry Authorities.

3. In regard to the probability of procuring Carriage at Budrachellum for the conveyance of Stores to Nagpore (Kamptee,) I am sorry I am not in a position to give you any precise information, but from all I can learn sufficient might, due notice, say a month, being given, be obtained. Should the experiments now being made by a Calcutta House of bringing Cotton down the River from Budrachellum prove remunerative, the return Carriage would be available for Stores. I am unable to tell you what the cost of transport would be.

4. In my own opinion and I believe it is that of the District Engineer, Captain Rundall, the best route for Stores for Hyderabad would be from Cocanada by Canal and the Colair lake to Bezoarah, thence up the Kistna as far as the vicinity of Juggiahpett, whence land Carriage to Secunderabad is easily procurable. The Kistna is navigable to the point named for at least several months in the year. There is, I believe, no water Carriage by Canal within 16 Miles of Masulipatam, and the landing Stores at that Port is a much longer process, and one attended with greater risk than at Cocanada.

5. Though I think the Establishment of a Salt Depôt at Budrachellum very desirable on other grounds, I do not see that it would facilitate the obtaining Carriage for Stores to Kamptee. If any thing it would have rather a contrary effect as at once providing a convenient return load. The Salt dealers however almost always employ Bullocks, while for the Stores Carts would doubtless be required.

*Extract of a letter from the Collector of Rajahmundry to the Commissioner for the Northern Circars, dated 22nd January 1851.*

6. To this end, I propose that a Salt Depôt should be established with the concurrence of His Highness the Nizam, on the banks of the Godavery at the Town of Budrachellum, about

200 Miles from the Coast. This is a place of celebrity on account of its Pagodah which is visited by thousands of people on every anniversary festival. It is a Cusba Town, and a Foujdar lives there. It seems, therefore, to be in every way a suitable place for such an Establishment. The Salt pans near Cocanada are on the bank of the navigable Canal called the Thooliabhajee, which is fed by the Ancient reservoir, and affords an easy and convenient means of transport for the Salt boats going up the River. These should be built expressly for the purpose, they should hold a large Cargo and draw very little water. As they will be models for the guidance of the Merchants, great care should be bestowed on their construction. The convenience that will arise to the Brinjaries from having a Salt Depôt so near at hand, will be apparent as soon as the Government Salt begins to be sold there. They will immediately betake themselves to this new emporium and forsake the Salt pans on the Sea Coast. There can be no doubt that they will repair to Budrachellum in preference to making tedious and difficult marches thro' the passes in the Hills, to the Salt pans in Masulipatam, Rajahmundry and Vizagapatam. It would be a great boon to the people in the Hyderabad Territory to reduce the price of their Salt 50 or 60 per Cent. There would be a considerable profit to Government from the extension of the sales. The conveyance of the Salt in Government boats expressly adapted for the purpose, would show how easily the communication might be carried on. Return Cargoes might be brought down in the Government boats at the cost of the Merchants. The safety of the Transit against plunderers would be ensured to the utmost possible degree, and the Godavery would at once be made use of as far as the navigation is now practicable for all the ordinary purpose of trade.

7. If the project of establishing a Steam communication with Budrachellum be disapproved of, the Salt Depôt scheme may still be considered in a favorable light, though its effects upon the navigation of the River will scarcely extend beyond that Town, the first barrier of rocks is only a few Miles above Budrachellum, and it will be sufficient to check the most enterprising Native Merchants. The expense and the difficulties connected with the conveyance of the Salt in common boats through the Hills have been alluded to above. An addition to the price of the Salt will therefore be requisite to cover the expenses whether Steamers be employed for the purpose or not.

*From the Acting Collector of Masulipatam, 3rd November 1857, No. 440; to the Sub Assistant Commissary General, Masulipatam.*

I beg to return the original letter enclosed in your letter dated 30th October.

2. The nearest point to this, where boats can embark Cargo for Rajahmundry is Pendooroo, about 2 Miles beyond the Buntoomilly Salt Station, and at present the route they take from thence is most circuitous. You know the difficulty even with Elephants to convey a little Telegraph wire to this place. No doubt in due time, the passage from Pendooroo will be made more direct, when the Public Works Department have got their works farther advanced---but I know of no intention to make either a good road or a Canal from this to Pendooroo and I consider this a serious difficulty to commence with. I doubt Military Stores at present could be easily conveyed from Budrachellum either to Hyderabad or Kamptee, for the roads must be very much as Nature made them and a Depôt of Sepoys and bandies would be requisite at Budrachellum and I may remark that the Canal from this to Bezoarah must soon be finished and thence there is a made road to Hyderabad and Kamptee.

*From the Resident at Hyderabad, 29th January 1858, No. 116; to the Sub Assistant Commissary General, Masulipatam.*

With reference to your letter No. 1407 of the 19th instant, and to the one from Captain Fergusson No. 1068 dated 30th October 1857, requesting my opinion as to the feasibility of establishing at Budrachellum a Salt Depôt for the Masulipatam and Rajahmundry Districts &c., I have the honor to forward for your information, copy of a note received from His Highness the Nizam's Minister, stating that the arrangement would not be agreeable to His Highness' Government.

*From the Executive Engineer, Kistnah Division, 21st January 1858, No. 83; to the Sub Assistant Commissary General.*

With reference to your letter dated Masulipatam 19th January 1858, I have the honor to inform you that there is at present *no* Canal connecting Goondoopauliem with Bezoarah.

During part of the South West and North East Monsoons, it would be possible for boats to proceed from Goondoopauliem by the Chinnapoor Canal into the River, and with great difficulty (against a Current of 3 to 7 Miles an hour, and of course also in the time of the South West Monsoon against the wind) up the River, which is very circuitous to Bezoarah.

At other seasons of the year, that route is totally impracticable, and the only line of communication between Masulipatam and Bezoarah is the Hyderabad road.

1. Communicated to the Department Public Works.
2. The Governor in Council approves of the experimental Transit which has been established on the road from Masulipatam to Secunderabad.

(True Extract and Copies.)



Secretary to Government.

To the Department Public Works. *With 3 copies*  
,, Commissary General.  
,, Inspector General of Ordnance.  
,, Quarter Master General.  
Military Auditor General.  
Accountant General.  
Auditor of Commissariat Accounts.

Public Works Department  
No. 566.

Extract from the Minutes of Consultation  
Under date the 29<sup>th</sup> March, 1858

Read the following  
Extract from the Minutes of  
Consultation in the Military  
Department.

16 March 1858

(Hereunder 20<sup>th</sup> Nov. 3<sup>rd</sup> Nov. 57<sup>th</sup> 1857-588)  
4847

The Government  
observe that the Report of  
the District Engineer of the  
Sunderland Division on the  
results of his trip on the  
iron steamer on the river  
as far as Beaulieu, together with the suggestions  
of the Chief Engineer there  
were communicated to the Military  
Department.

At  
the  
will

Exposition a letter to the  
9<sup>th</sup> 23<sup>rd</sup> March 1859. No. 3

Public Works Department  
No. 566. 29<sup>th</sup> March 1858

Extract from the Minutes of  
Consultation in the Military  
Department.

Under date the 29<sup>th</sup> March, 1858

No. 566.

Extract from the Minutes of  
Consultation in the Military  
Department.

The Government observe that the Report of the District Engineer of the Sunderland Division on the results of his trip on the iron steamer on the river as far as Beaulieu, together with the suggestions of the Chief Engineer there were communicated to the Military Department.

1858

1858

Department, to the Quarter  
Master General of the Army,  
the Commissary General,  
and the Inspector General  
of Ordnance, for any ob-  
servations they might  
desire to offer. The views  
of His Excellency the Com-  
mander in Chief, and  
of the Commissary General  
are given in the above  
letters, but as the Inspector  
of Ordnance has not yet  
replied to this requisition,  
the Government resolved  
to call the attention of  
that Officer to his omission.  
The Government  
would remark that the  
reference to the Inspector  
of Ordnance was made  
and

93  
on the 13<sup>th</sup> October 1857, and  
that he was reminded of  
the subject on the 23<sup>rd</sup> October  
and 23<sup>rd</sup> November 1857, and  
1<sup>st</sup> February 1858, without success.  
The matter in question is  
one of very great impor-  
tance, and should have  
attracted more immediate  
attention from Colonel  
Balfour.

BZ

4 Copies to the Duty Off. Off. 28<sup>th</sup>

