

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 832

Press
Mis.

380-381

Dated 21- 3

1870.

Not to be folded or roughly handled

Read the following:—

No. 380. From Messrs. DYMES AND CO., to the Chief Secretary to Government, Fort Saint George, dated Madras, 22nd January 1870.

We have the honour to beg reference to the Proceedings of Government, Public Works Department, No. 44, dated 2nd October 1869, to the letter from the Consulting Engineer for Railways to the Secretary to Government, Public Works Department, No. 297, dated 15th September 1869, and to the Order thereon, No. 3,192, dated 2nd October 1869.

2. The policy of erecting Steam Presses in the Cotton districts to meet the opening up of the Madras Railway has for some time since been before us, and we are now able to state that, since we have received advice that the Steamer *Waverley* was to have left Liverpool on the 7th instant for Madras *via* the Suez Canal with our machinery on board, our arrangements for their establishment are approaching completion.

We are fully alive to the advantages to be reaped by full pressing as detailed in the letter from the Consulting Engineer; but we wish to point out that he is in our opinion wrong in assuming that the merchants of Madras have been inert or comparatively behind their neighbours of Bombay in not giving this subject their earlier attention. Major Shaw Stewart infers that presses should long since have been erected at Tadpatri and Ghooty. In this we differ from him, since the places mentioned are not in themselves Cotton marts, and have only been temporarily made so by either of them being at one time the Railway Terminus. No Cotton Press can, we feel assured, be made to pay unless it is in a Cotton market and the two markets of the greatest importance (for, of course, every village is more or less a market) are the towns of Bellary and Adoni, to which the Railway has not yet reached.

3. The Consulting Engineer has very prominently brought to the notice of Government the scale of rates at present advertised by the Railway Company, but he has not touched upon the fact that those rates may at any moment be altered.

4. It will be apparent to Government that those erecting presses up-country on the strength of the Railway Company's advertised rates might possibly under existing circumstances find, when their establishment was in working order, that the Company, being then supplied to some extent with full-pressed bales, might raise their rates, and, by more nearly assimilating those for pressed and unpressed, materially, if not entirely, withdraw the advantage at present held out to the owners of the former.

5. We have, therefore, deemed it advisable to address the Agent and Manager of the Madras Railway Company on this point and also on that of facilities for communication.

6. We have the honour to enclose copies of our letter and his reply.

7. You will observe that Mr. Elwin expresses his inability to bind the Company to any uniform rates of carriage, and, in further stating that he is unable to provide means of communication between our presses and the Company's stations, informs us simply that our consignments of cotton must be delivered at the several Goods Depôts to be dealt with according to usance, that no favour will be shown us not usually granted to traders, but that every facility will be extended to us for the despatch of business.

8. We venture to hope that Government may see the justice of our demand that present advertised rates if altered may be kept in a similar proportion, and that, in considering Mr. Elwin's remarks that the rates of his Company will depend in a great measure upon the influence which the opening of the Great Indian Peninsula Railway to Raichore may have upon traffic, they will remember that that influence must be one of competition. With regard to Mr. Elwin's remarks on means of communication, we submit that we have asked for no favour but simply for co-operation and mutual assistance. His rejection of our proposition is so sweeping that he does not even give us permission to run sidings at our own expense, and he would force us to cart round by road with direct mechanical communication within reach. Mr. Elwin in refusing favours never asked for seems inclined to oppose, and entirely ignores the fact that by permitting a siding, which would save us expense of cartage, he would also save the Railway Company the expense of loading waggons and storing bales. The Great Indian Peninsula Railway treat matters of this description more liberally. In the case of the East India Press Company at Sholapore they supplied, so we are informed, all permanent way material and laid all sidings, charging only for cost of labour in laying; and at the Berar Cotton-Ginning and Press Company's factory at Khamgaum a siding is being now made to the main Khamgaum branch line. The usage at Home, according to the experience of one of the largest contractors in this Presidency, has invariably been that Railway Companies have executed all works within the limits of their own premises at their own cost, and continued the outside work for a moderate annual rent. In this way lines were laid to the mouth of the pit in the instance of the Staffordshire and Lancashire Collieries, and to the Warehouse entrance in the case of the Burton Breweries.

9. While bringing our individual position to your notice we would wish to call your attention to the reply of the Chamber of Commerce, under date 19th instant, to the Proceedings of Government, Public Works Department, of the 2nd October last. Major Shaw Stewart thinks that the present system of bringing cotton to Madras has already begun to operate prejudicially to the interests of Madras merchants. The Chamber do not admit this, and support their argument by statistics of export, forgetting that those exports are more strongly influenced by production and demand than anything else. The present system, allowing full-pressing up-country to be feasible, they will perhaps admit to be primitive, and we look upon up-country pressing rather as an improvement than an antidote to a present evil. The evil may be prospective, but it can never really exist until Bombay Railways and Presses are in our Cotton fields, and our's are not.

10. Major Shaw Stewart, in referring to the rate for unpressed cotton, has stated that it was hoped the charge of 36 pies per ton per mile would prove prohibitory and induce consignors to press their cotton. The Chamber are of opinion that this hope has been realized, though the result has not been what was expected. They assume that cotton comes largely to Madras by bullock carts to the prejudice of the Railway, and they, therefore, strongly recommend a lower tariff for unpressed cotton than 36 pies per ton per mile.

11. Government, with information in their possession which we cannot acquire, will be able to decide whether the rate of 36 pies per ton per mile has been really

prohibitory or not. We can only judge from figures before us, which seem to prove conclusively that the rate has not been prohibitory in the least. The Consulting Engineer states that 27,144 tons of unpressed cotton were brought to Madras by the North-West Line during the eighteen months from 1st January 1868 to 30th June 1869. The Chamber of Commerce state that the exports from Madras in 1868 amounted to 4,44,817 cwts. We find on reference to the Custom-house returns that the exports during the first six months of 1869 amounted to 44,056 bales or 1,18,008 cwts., so that the total exports during the eighteen months referred to by Major Shaw Stewart amounted to 5,62,825 cwts. or 28,141 tons. The difference, therefore, between exports and Railway traffic does not appear large, and it may be reduced by deducting the exports of Salem cotton which, though shipped from Madras, cannot reach it by the North-West Line.

12. If the figures above stated are correct, we submit that a favourable consideration of the suggestion made by the Chamber must be highly prejudicial both to the interests of the Railway and of those directly interested in the cotton trade of this Presidency.

13. Government have already in their Order, No. 3,192, of 2nd October 1869, given a strong opinion in favour of the policy of establishing presses up-country without delay, and we trust that they will now give to those willing to embark capital in the direction indicated that support and encouragement which can alone secure success.

From Messrs. DYMES AND CO., to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 5th January 1870 :—

In consequence of the inducement held out in the Company's tariff to Cotton merchants to full-press their bales before despatching them from the Cotton districts to Madras by rail, we are desirous of establishing Steam Presses in the immediate vicinity of the stations at Bellary and Adoni.

2. Before we can, however, undertake to do so, we wish to satisfy ourselves that the advantage in rate at present given to full-pressed over half-pressed and loose cotton will be maintained. It is obvious that your Company may see fit to raise the rates for full-pressed bales as the supply increases; but in the event of their doing so, it appears to us but just that the rates for half-pressed bales and loose borahs should be proportionately advanced, so that the inducement now given to full-press may not be withdrawn.

3. You will not, we hope, object to give us some guarantee that this shall be the case, as otherwise the risk incurred in putting up expensive machinery which might hereafter be rendered useless would be excessive.

4. We are further anxious to ascertain to what extent the Company would be prepared to assist us in establishing means of communication between our press-houses and their goods-sidings. We would suggest that the custom generally obtaining in England in similar cases should be adhered to, viz., that the Company provide all necessary accommodation within the limits of their own boundaries free of all cost, and that, beyond such limits, all accommodation, such as laying sidings, etc., be also provided by the Company subject to a fair annual rent charge.

5. We enclose for your guidance plans of the station grounds at Bellary and Adoni showing our proposed arrangements, the proposed building sites being marked D. In the Bellary plan you will find two sidings marked respectively A and B: B was suggested at first, but is, we know, objectionable. A is the siding to which we beg your reference; it might either be made as drawn, or be brought straight to a turn-table on the goods siding.

*Proceedings of the Madras Government, Public Works Department,
21st March 1870.*

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Messrs. DYMES AND CO., dated Madras, 7th January 1870, No. 71:—

In acknowledging the receipt of your letter of the 5th instant I beg to express my inability to bind this Company to the adoption of any uniform rates for the carriage of cotton over our system of Railways, either when it is full-pressed, half-pressed, or loose in berabs, from the fact that our rates will depend in a great measure upon the influence which the opening of the Great Indian Peninsula Railway to Raichore has upon our traffic; and in determining our arrangements we shall, of course, be guided by local and other circumstances.

2. With regard to the concluding paragraph but one of your letter, I am sorry not to be in a position to undertake to provide means of communication between your presses and our stations. Your consignments of cotton must be delivered at our several Goods Depôts, where they will be dealt with according to the usage on the Railway, no favour being shown to your firm which is not usually granted to traders, though every facility for the despatch of business will be extended to you.

3. I beg to return the plans which accompanied your communication under reference.

No. 380 A. From Major J. H. M. SHAW STEWART, R. E., Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 21st February 1870, No. 71:—

I HAVE the honour to acknowledge receipt of your endorsement, dated the 27th

* Dated the 22nd January 1870, with two enclosures herewith returned

ultimo, forwarding, for such observations as I may wish to offer, a letter* addressed by Messrs. Dymes and Co.

to the Chief Secretary to Government upon the subject of their proposal to erect Cotton Presses at certain points of the North-West Line of the Madras Railway. My reply has been delayed partly by a wish to discuss with the Railway authorities the questions raised by Messrs. Dymes and Co. and partly by the absence of the plans showing the arrangements proposed by those gentlemen at Bellary and Adoni, to which allusion is made in the last paragraph of their letter to the Agent. These plans cannot now be traced, and in their absence it is not possible to form an exact conception of the arrangements proposed at those places.

2. The only portions of Messrs. Dymes and Co.'s letter to the Chief Secretary upon which any observations from me seem necessary are those which refer to the letter addressed by them to the Agent of the Madras Railway on the 5th January 1870. In that letter two requests are made—

(1.) For an assurance that any alteration in the rates for the carriage of cotton on the Madras Railway shall not affect the proportion which now exists between the rates for full-pressed, half-pressed, and loose cotton respectively.

(2.) For information as to the extent to which the Madras Railway Company are prepared to assist in laying down sidings between the Cotton Press-houses and the Company's Goods-sidings. Messrs. Dymes and Co. suggested that, according to the custom prevailing in England, the Company should provide all necessary accommodation within the limits of their own boundaries free of all cost, and that beyond such limits all accommodation, such as laying sidings, etc., be also provided by the Company at a fair annual rent charge.

3. With regard to the first point the Agent informed Messrs. Dymes and Co. that he was unable to bind the Company to the adoption of any uniform rates for the carriage of cotton; and there can be no doubt that he was right. Even if he had the power, it would clearly be most impolitic to bind the Company to the

*Proceedings of the Madras Government, Public Works Department,
21st March 1870.*

permanent adoption of any fixed proportion between the charges for the carriage of the various descriptions of cotton. It will always be in the true interests of the Madras Railway Company to encourage the pressing of cotton, and to discourage, as far as possible, the tender of unpressed cotton for conveyance on their line; and in my opinion Messrs. Dymes and Co. may rest satisfied that this fact will tend to the almost certain maintenance of at least the existing ratio between the charges for the carriage of the different descriptions of cotton.

4. With regard to the second point raised by Messrs. Dymes and Co., the Agent stated that he was unable to undertake to provide means of communication between their presses and the Company's stations. He added, "your consignments of cotton must be delivered at our several Goods Depôts, where they will be dealt with according to the usage on the Railway, no favour being shown to your firm which is not usually granted to traders, though every facility for the despatch of business will be extended to you."

5. In their letter to the Chief Secretary, Messrs. Dymes and Co. remark upon the course indicated by the Agent as being opposed to general practice both in England and on other Indian Railways. They also observe upon the inconvenience of being forced to cart round by road with direct mechanical communication within reach.

6. After having discussed this question with the Railway authorities, I am bound to state that in my opinion Messrs. Dymes and Co. had fair grounds to expect more consideration from the Madras Railway Company. It is admitted on all sides that the interests of the Company are directly and largely concerned in encouraging the establishment of presses at the various Cotton marts along their lines of Railway; and it seems to me that it would be a measure both of policy and fairness to grant Messrs. Dymes and Co., who are the first to embark their capital in the work, some moderate measure of co-operation and assistance such as they have asked for.

7. In discussing the subject, Mr. Elwin stated that he could not venture to recommend to his Directors any expenditure on the part of the Company with a view to Messrs. Dymes and Co.'s convenience until there should be satisfactory proof of the value of the traffic brought to the Railway by those gentlemen; but in my opinion the large outlay which they are now incurring at Adoni and which they propose to incur at Bellary in establishing presses may be taken as proof of their *bona fides*, which alone is necessary to insure the success of such an undertaking in such localities. Mr. Elwin also stated that, were he to recommend Messrs. Dymes and Co.'s proposals for acceptance, he would be expected to do the same on behalf of all who might choose to follow their lead. I do not see that this necessarily follows. Exceptional advantages were given to the pioneers in the Railway salt traffic, and I think the same may well be done in the case of the great staple of the country. But it may be accepted as certain that Messrs. Dymes and Co.'s example will not be largely followed unless their undertaking proves remunerative, and every well-worked Cotton Press on the line of Railway will tend greatly to the Company's advantage, and is in every way deserving of encouragement from the Company.

*Proceedings of the Madras Government, Public Works Department,
21st March 1870.*

8. The risk which compliance with Messrs. Dymes and Co.'s request would entail upon the Madras Railway Company could not be worthy of consideration. I have lately visited both Bellary and Adoni; but at the former place the press works had not been commenced, and I do not know the exact position of the proposed site. At Adoni the works were in active progress when I was there a fortnight ago. The press house almost touches the station enclosure, and the goods siding will be carried within about fifteen yards of the Railway fence. I have no doubt that Messrs. Dymes and Co. would gladly themselves undertake all the masonry and earth-work required for the siding outside the Company's fence, in which case all that would devolve upon the Company would be to continue their own siding for fifteen yards over level ground, and to lease to Messrs. Dymes and Co. at a fair annual charge the permanent way material required for the portion of the siding outside the Railway enclosure.

9. I cannot but think, as I have already stated, that Messrs. Dymes and Co. had fair grounds to expect some such consideration.

No. 381.

ORDER THEREON, 21st March 1870, No. 832.

RAILWAY, No. 39.

This letter will be communicated to Messrs. Dymes and Co. and to the Agent and Manager of the Madras Railway through the Consulting Engineer.

2. The Government agree with Major Shaw Stewart that no guarantee can be given that the present differential charge for the conveyance of cotton on the Railway in a pressed and unpressed state shall be maintained; but His Excellency the Governor in Council entertains no doubt that, in the interests of the Railway, all reasonable encouragement will be given to the establishment of up-country presses by the very favourable rate at which pressed cotton will always be carried in comparison with the charge for the transport of the unpressed article.

3. The Government are of opinion that the Consulting Engineer's observations on the question of the Railway Company affording facilities for improving the means of communication between any Cotton Presses erected in the neighbourhood of their stations and the Railway should receive the careful consideration of the Agent and Manager, and His Excellency the Governor in Council will view with satisfaction any concessions that the Railway Company may think it advisable to make to encourage so desirable an object as the establishment of Cotton Presses in the manner proposed by Messrs. Dymes and Co.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

„ Messrs. Dymes and Co.

Exd. A. S. Rodgers.

Railway Department

Consulting Engineer's Office

No 71-

From

Major J. H. M. Shaw Stewart R.E.

Cons: Engineer for Railways

To

Colonel C. A. O. R.E.

Secretary to Government

Public Works Department

Fort Saint George

Sir,

I have the honour to

acknowledge receipt of your endorsement

dated the 27th ultimo, forwarding for

such observations as I may wish to offer

a letter addressed by Messrs. Dymes & Co.

to the Chief Secretary to Government, upon

the subject of their proposal to erect

cotton-presses at certain points of the

Dated the 22^d

January 1870

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Have with returned.

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117
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3. With regard to the first point the Agent informed Messrs Dymos & Co. that he was unable to bind the Company to the adoption of any uniform rates for the carriage of cotton: and there can be no doubt that he was right.

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134
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154
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consideration.

I have the honour to be,
Sir,

Madras 3
21st February 1870 } your most obedient servant.

Wm Stewart Major R. E.

Consulting Eng^r for Railways

N. 380

July 1870 - R. S. Dymess

1770 Delat
The Consulting Engineer
for Railways

The Secretary to Govt
P. W. Dept

Dated 21st Feb 70
Recd 23rd

W. 71.
No 832-2nd March 190
Opening observa-
tions regarding the
erection of cotton
presses at certain
points of the North
West line of the Madras
Railway.

Public Works Dept
No. 832
Proceedings of the Madras Government
Under date the 21st March 1870

From Messrs Dymally & Co.
At now the Cons: Engrs for
Railways
Read the following
A.C. of 12th January 190.
Here enter no 71. of 21st Feb 1870

This letter will be com-
municated to Messrs Dymally
and Co. and to the Agent
and Managers of the Madras
Railway through the Consult-
ing Engineer.

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en-

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ement will be given to the
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will always be carried in
comparison with the charge
for the transport of the
unpressed article.

The Govt. are of opinion
that the Consulting Engineers
observations on the question
of the Railway Company
affording facilities for im-
proving the means of com-
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neighbourhood of their stations
and

and the Railway should re-
ceive the careful considera-
tion of the Agent and Manager,
and His Excellency the Governor
in Council will view with
satisfaction any conception
that the Railway Company
may think it advisable
to make to encourage so
desirable an object as the
re-establishment of cotton
presses in the manner pro-
posed by Messrs Dymes and
Co.

W.H.

To Mr. C. Esq. for the
Messrs Dymes & Co.
Decr 26/3/70.

Aug 310 2736

Boyl. of 1870: 31113

PUBLIC WORKS.

To
The Consulting Engineer for
Railways

Dated

Perd

Book

G. O. 7th March 1870, No. 832

Nos. 380-381

Station papers Referring orders
papers relative to the pro-
posal for erecting cotton presses
at certain points of the line
of the Madras Railway