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MADRAS RECORD OFFICE.

Government of Madras.

Public Administration DEPARTMENT.

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*Proceedings of the Madras Government, Public Works Department,
14th May 1872.*

No. 233. Read the following Endorsement of the Revenue Department, dated Port St. George, 1th April 1872.

No. 234. Read the following Proceedings of the Board of Revenue, dated 22nd March 1872, No. 484.

Read the following papers :—

From the Acting Collector of the Kistna District, to the Secretary to the Board of Revenue, dated Masulipatam, 26th January 1872, No. 223.

I HAVE the honour to submit the following report, with reference to Proceedings of the Board of Revenue, dated 25th October 1871, No. 4,497.

2. I enclose detailed statements with regard to the sea-borne traffic between Madras and the Kistna Ports, from which it will be observed that the average of the last five years' traffic to and from the five ports gives a result as follows :—

	Exports.	Imports.
Masulipatam	4,33,381	10,44,879
Nizampatam	4,16,775	1,61,040
Kottapallim	32,325	30,487
Yopurpalem	3,69,427	8,78,768
Motupalle	62,631	74,110
	<u>13,14,539</u>	<u>21,92,254</u>

3. The average of four other ports for a shorter period—

	Exports.	Imports.
Penumudi... ..	2,325	2,034
Morutota	7,728	800
Boddavonipalem	1,528	...
Gungadipalem	3,512	3,282
	<u>15,093</u>	<u>6,166</u>

Giving a total yearly average of exports from these ports of a value of Rupees 21,98,420, and imports amounting to Rupees 13,29,630.

The land traffic to and from the villages along the coast is more difficult to estimate with accuracy.

4. With regard, however, to the coast villages in the south, I have taken a statement from ten respectable merchants of Nizampatam, which I believe will be found sufficiently accurate for the purpose in hand. From this statement, it appears that the land traffic between Cherla and Madras may be estimated at an import of 2,56,000 Rupees per annum. That between Vetapalem and Madras amounts to Rupees 48,000, or a total import land traffic of Rupees 3,04,000, whilst the exports to Madras from Vetapalem and Pandilapalli (consisting chiefly of indigo and women's cloths) amounts to 2,58,000 Rupees. The coast local traffic is considerable, but I have found it impossible to estimate it with even approximate accuracy.

5. There is a large export land traffic between Cherla and the coast towns of Masulipatam and Vizagapatam, which may perhaps be estimated at 1,50,000 Rupees. The total land import traffic of these villages amounts to about

Rupees 5,39,000, and the export land traffic to Rupees 8,21,000, the whole of which traffic is carried on by means of coolies and bullocks and a limited number of bandies, and in the face of enormous difficulties of transit, for it is not too much to say that a great deal of this country is impassable for wheeled traffic, except in very fine weather, and nearly impassable for man or beast, laden or unladen, in wet.

6. To ascertain accurately the exact amount of traffic between the particular towns along the coast, would require a regular staff of servants, and as the Superintending Engineer can give me no aid in forming an estimate of the traffic in that part, I cannot suggest any other method than that I have employed to ascertain the question.

7. I am of opinion that owing to the great lack of roads and bridges and the almost insuperable difficulties attending wheeled traffic in this district, more especially along the coast, that it may safely be surmised that a very large traffic would be generated by a coast canal, and that a large amount of traffic would be diverted to it.

8. The inland traffic from Ongole now goes almost entirely via Guntoor and Bezwada to Rajahmundry and the north, and even to Masulipatam; not attracted to this circuitous route by the goodness of the road, but by the facility of transit by canal from Bezwada and by the impracticability of the more direct route. All this traffic breaks bulk at Bezwada.

9. The cotton from our upland taluqs is transported to Madras by a still more round-about way. Coming first to Guntoor, it is there packed; it is then sent across country (for but little passable road exists) to Bezwada by carts, and thence by canal to Cocanada, whence it is shipped to Madras. A good metalled road exists from Guntoor to Ponnur, and will soon be completed as far as Bapatla. There is no doubt that the existence of a canal would at once direct the whole of this traffic to this more direct route.

10. The canal should not stop at Nizampatam. The fresh-water canals are only available for certain periods of the year, according to the amount of rain, etc., and are invariably closed for traffic for three months. A coast canal should not have this disadvantage, and were the canal extended along the coast to Cocanada, a beneficial and economical uninterrupted communication would be established, for the great difficulties attending embarkation at Masulipatam divert, as I have mentioned, all our cotton trade to Cocanada for shipment.

11. The marginal statement of tolls collected at Guntoor will perhaps aid in giving an idea of the amount of traffic which may be expected to be attracted by the proposed canal.

Statement of tolls collected at Guntoor.

Years.	Amount.		
	RS.	A.	P.
1868-69	5,400	0	0
1869-70	6,000	0	0
1870-71	7,009	2	6

Statement showing the Imports and Exports in the Ports of the Krishna District to and from Madras from 1276 to 1280.

Years.	MASULIPATAM.		NIZAMPATAM.		KOTTAIPATAM.		PENNUR.		MADRASA.		BONDUTONIPALEM.		GUNGADIPALEM.		TAPURAIAM.		MOTUPALEM.	
	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.
Feb 1276	5,10,991	9,55,038	5,55,042	5,52,115	45,729	61,757	...	...	...	...	...	...	...	...	3,70,885	9,17,902	77,953	44,531
" 1277	9,40,015	9,58,892	8,13,532	67,845	51,093	60,021	...	...	...	...	...	...	...	...	8,35,726	9,94,742	52,514	70,893
" 1278	5,94,973	8,10,605	5,04,854	9,27,407	27,428	12,145	2,925	1,594	4,925	...	1,444	...	1,494	...	5,23,753	9,73,701	55,922	63,985
" 1279	2,79,229	11,25,806	2,63,714	1,09,165	13,145	10,533	...	2,579	1,222	...	1,016	...	6,328	...	5,45,727	5,19,926	59,107	1,09,433
" 1280	4,20,668	19,01,945	1,56,675	65,179	19,239	17,988	...	...	16,966	800	...	...	3,558	...	2,50,996	7,47,320	57,689	75,437
Total	21,68,907	53,51,598	20,83,873	30,20,243	1,01,515	1,32,137	2,325	4,169	23,184	800	2,056	...	10,385	8,352	18,47,137	43,93,690	3,12,150	3,70,562
Average	4,33,781	10,70,319	4,16,775	6,04,040	20,303	26,427	465	828	4,637	160	411	...	2,077	1,660	3,69,427	8,78,798	62,031	74,110

MASULIPATAM, 25th January 1872.
(Signed) J. C. HANNINGTON,
Acting Collector.

Proceedings of the Madras Government, Public Works Department,
14th May 1872.

Proceedings of the Madras Government, Public Works Department,
14th May 1872.

Memorandum of Imports and Exports of mercantile goods in the Cherala, Perala, Vetapalem, Pandilappalle, Ippampalem, and other villages.

Imports.	Total.	Exports.	Total.
<i>Cherala Village.</i>	Rs.	Rs.	Rs.
Cotton thread boxes, unbleached long cloths, European chintz, and other goods brought on carts from Madras	2,56,000	Handkerchieves, blue dyed women's cloths, and other piece goods sent to Hyderabad on bandies. Do. sent by cavadies, bullock and head loads to Vizagapatam. Rajahmundry, Masulipatam, Jaggiapeta, and other places by retail dealers ...	1,00,000 2,50,000 3,50,000
Chayroot brought on bandies from Bapatia ...			
<i>Perala Village.</i>	Rs.		
Cotton thread boxes, chintz pieces, and other piece goods brought by cavadies and head loads from Cherala to this village	50,000	Handkerchieves and women's cloths sent on bandies to Hyderabad, Jaggiapeta, and other places ...	50,000
Pulse grain, paddy, lamp-oil seeds, etc., brought on bandies from villages	20,000	Do. sent on bandies to Cavidal	2,000
Tamarind fruit, coconut kernel, jaggery, turmeric, etc., brought by bullock loads and cavadies from Ongole	2,000	Goods sent by cavadies, bullock and head loads to Bezawada, Palnad, Inpatisina, Masulipatam, Bhadrada, and other places	48,000
Tobacco, gum Arabic, coconut kernel, jaggery, and tamarind fruit brought on bandies and bullock loads from Guntoor	2,500	Lamp-oil sent in dubbers by cavadies to Bapatia, Cherala, and Vataran	15,000
	74,500		1,15,000
<i>Ippampalem Village.</i>			
Handkerchieves, cotton thread boxes, and other goods brought by cavadies and head loads from Cherala. The grain from other villages brought on bandies and by bullock loads into this village	20,000 24,000 44,000	Handkerchieves, women's cloths, and other goods sent by bullock loads, cavadies and head loads to Cherala, Perala, Vetapalem, and certain other villages	40,000

Vetapalem, including Naganiapalle, Ravurpeta, and Anamilli.

Cotton goods brought on bandies from Madras ...	48,000	Handkerchieves and women's cloths sent on bandies to Madras	50,000
Do. do. brought by cavadies and head loads from Cherala	12,000	Do. sent on bandies and cavadies to Cuddapah, Kurnool, and other places	50,000 8,000
Tamarind fruit, betel-nuts, jaggery, and tobacco brought on bandies and bullocks from Guntoor ...	12,000	Indigo sent on bandies to Madras	1,08,000
Grain brought on bandies from neighbouring villages	40,000		
	1,12,000		
<i>Pandilappalle.</i>			
(None.)			
		Indigo sent on bandies to Madras, Prodduturu, and other places	2,00,000
		Chayroot sent on bandies to Konetaminapeta, Obalampeta, and thereabouts	8,000
		From Bapatia to Madras and Obalampeta	
		Spontaneous and sawn chayroot sent on bandies to Madras and Obalampeta	13,000 10,000
		Indigo sent on bandies to Madras	23,000
Total Imports ...		Total Exports ...	8,44,000

MASULIPATAM,
25th January 1872.

(Signed) J. C. HANNINGTON,
Acting Collector.

*Proceedings of the Madras Government, Public Works Department,
14th May 1872.*

From the Collector of Nellore, to the Secretary to the Board of Revenue, dated
2nd March 1872, No. 434.

ADVERTING to the Proceedings of the Board, dated 25th October last, No. 4,497, I have the honour to submit letters from Mr. Hughesdon, the Acting Sub-Collector, and Mr. Plunkett, my Deputy, in charge of the Salt Department, whom I consulted on the subject. Mr. Plunkett's letter contains full and accurate information in respect to the sea-borne traffic. The gauging of the land traffic, the Board will observe, is encompassed by considerable uncertainty and difficulty, and I have really nothing to add to Mr. Plunkett's proposal, except to support his suggestion that if there is no absolute hurry, enumeration of the traffic for three years would be better than for a shorter period.

ENCLOSURE No. 1.

From the Officiating Sub-Collector, to the Collector of Nellore, dated Ongole, 8th January 1872,
No. 9.

With reference to Proceedings of the Board, No. 4,497, dated 25th October last, and your Memorandum thereon, No. 2,279, dated 14th November, I have to regret my inability to suggest any specific method of calculating the existing amount of traffic along the coast line, and the proportion of it which would probably be diverted to an inland water-way. The amount of sea-borne traffic can no doubt be easily arrived at approximately from the Sea Customs Returns, but I cannot think of any means by which the inland traffic can be calculated better than by posting Enumerators in convenient localities for a period of at least twelve months, and even this method I should not regard as entirely satisfactory. To estimate how much of the traffic thus found to exist would be transferred to a canal, I believe to be simply impossible, for we should have to deal with most doubtful quantities under a variety of unknown conditions. I submit that the question is one that can be argued only in a general way, from such general facts, as the number of the population, the fertility of the country, the demands for its staple products, the state and sufficiency of existing means of communication, etc. These general data arrived at, it should then be enquired what has taken place under conditions as nearly as possible similar. For instance, are the features of the country for 100 or 150 miles north of Nellore at all similar to those of the country between Nellore and Madras? Does the canal south of Nellore carry any large portion of the through traffic to and from Madras or of the local traffic? If not, are circumstances in the north so dissimilar that a diversion of traffic to a waterway might nevertheless be looked for? I have no accurate knowledge of the statistics of the Nellore and Madras traffic, but my impression is that the canal carries little but wood and salt. There would be, I think, no extensive wood trade in the north, while the salt trade is almost exclusively from the coast, *inwards*, and would not be affected by a canal. Is rice largely carried down by the existing canal to Madras? If not, are the conditions in the Kistna District such that rice will there bear the cost of being carried to the canal and then the cost of the long canal journey to the Presidency? Or again, what reason have we to suppose that the Guntour cotton will be sent by canal to Madras instead of being shipped to Europe from the comparatively contiguous port of Cocanada?

2. I believe that it is an axiom in railway, and perhaps also in canal economy that "it is not the through but the local traffic that pays," but it is to be borne in mind that the local traffic referred to in the Board's Proceedings, though it may be large in the aggregate, is made up of innumerable petty quantities. In a case in which it would pay a single dealer to despatch a consignment of goods by canal-boat, the same quantity, when divided among twenty or fifty retail traders and sent for varying distances, would probably be carried most economically, most speedily, and in all respects most conveniently by handies, bullocks, or coolies. In the Board's Proceedings it is stated that "the bandy traffic is insignificant, but a good deal is carried on bullocks and by

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coolies." Does this indicate that the transactions are severally on so minute a scale that even a bandy-load can seldom be got together on the same occasion? Would petty traffic of this kind bear the cost of conveyance from the producer to the canal; along the canal; and again from the canal to the distributor and consumer? Would not the original single journey be cheaper than these three or four? And even where the goods were in larger quantities, could they stand the cost of this frequent "breaking bulk," it being borne in mind that local traffic is that which is particularly spoken of in the Board's Proceedings, and that the distances between the places* mentioned are comparatively insignificant.

* Nizampatam, Bapatla, etc.

3. In stating the above considerations, I do not pretend to express any opinion as to whether or not a canal "would pay." I am only attempting to explain my view that the question is of far wider scope than the mere collection of figures.

4. Statistics would no doubt be of some, though as I have endeavoured to point out, of comparatively little use, except as a preliminary measure, and in connection with a multitude of heterogeneous circumstances and conditions. The officer who, I think, might be best entrusted with the preparation of the figures is Mr. Plunkett, the Deputy-Collector in charge of Salt and Sea Customs. The particulars of sea-borne traffic he would learn from the records of his own department; his constant journeys up and down the trunk road and his long experience in the district would no doubt enable him to give a general view of inland traffic also, and even in cases in which he might be unable to furnish anything like approximate estimates, he would probably be very competent to suggest how they could be arrived at. For instance, if actual enumeration be resorted to, Mr. Plunkett would be able to select the most convenient stations.

5. I return the enclosures sent with Board's Proceedings.

ENCLOSURE No. 2.

From the Deputy-Collector in charge of the Salt Department, to the Collector of Nellore, dated
Krishnapatnam, 28th February 1872, No. 19.

I HAVE the honour to acknowledge the receipt of your docket, No. 134, dated 22nd January 1872, forwarding, for report by me, the papers noted in the margin on the subject of the best means of obtaining reliable estimates of the traffic, sea-borne or carried on the common roads, which might be transferred to an inland waterway in the event of the proposal discussed in the papers recorded in Government Order, Public Works Department, 20th September 1871, No. 2,396, and Government Order, Revenue Department, 6th October 1871, No. 1,753, to connect the Nizampatam and Krishnapatam backwaters with each other and with Madras by canal, being given effect to.

2. I received the above papers on the 1st of this month, and although you call for an early reply, I regret that travelling and attention to the more regular duties of the Salt Department should have delayed my answer these four weeks.

3. Prior to the despatch of the above-noted papers, however, you had already sent to me a single copy of the Government Order, 6th October 1871, No. 1,753, Revenue Department, with your instructions of the 31st October, No. 2,165, endorsed thereon, for me to get together all the information in my power on the subject of that Government Order, and in reference to those instructions, I had tabulated from the Sea Customs Returns in my office, the sea-borne trade for the last three* years of the ports of our district with Nizampatam and the ports to the south of it in the Kistna on the one side, with Madras on the other, and the intermediate trade between the ports of our district themselves.

* Fisheries 1873, 1879, and 1880.—A. D. 1863-69, 1869-70, and 1870-71.

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4. The average of this trade on the results of the last three years aggregates in value Rupees 11,15,548, the imports being 6,00,902 Rupees and exports 5,14,646 Rupees, and the particulars are exhibited in one view in the subjoined statement :—

1	2	3	4	5	6	7	8	9	10	11	12	13
Parti- ciple.	Silver Bullion and Specie.	Jewellery. Gold. Silver.	Grains.	Oil-seeds and Pulses.	Fruits and Condiments.	Oils and Ghee.	Metals.	Gumms and Fibers.	Cloths and Pieces Goods.	Timber and Fire- wood.	Sundries.	Total value.
Imports.	Rs. 77,150	Rs. 19,800	English quarters 1,735 lbs. 450	English quarters 229 lbs. 205	Gwt. Qrs. lbs. 940 2 25	Oz. 249	No. 1,929	Cwt. Qrs. lbs. 2,993 1 12	No. 67,453	No. 2,352	6,84,039	6,00,902
Exports.	Rs.	Rs. 4,733	English quarters 249 lbs. 25,659	English quarters 14,117 lbs. 446	Gwt. Qrs. lbs. 2,578 1 5	Oz. 4,348	No. 34	Cwt. Qrs. lbs. 34 0 21	No. 20,094	No. 409	1,35,570	5,14,646
Total...	77,150	24,533	30,358	34,347	3,514 0 2	4,595	1,962	3,027 2 5	87,577	2,662	8,19,600	11,15,548

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5. This trade, though by no means small in value, is mostly local, and a coasting one, and carried on by means of Native dhonies and country crafts, and although it is comparatively unimportant in a revenue point of view, and affords no income to our Sea Customs Revenue, being altogether free of duty, it is from its very nature, I think, of such a kind as will most probably be diverted to an inland water-way. The local Sea Customs Officers and native merchants are also mostly of this opinion, and the latter, as a class, appear to view the proposed measure with favour. Their reasons for doing so are obvious. In the first place the dhonies and crafts used for this trade are altogether manned by illiterate syrangs and lascars, who have no skill in seamanship, and are mostly totally ignorant of even the elements of navigation; their vessels are thus entirely at the mercy of the winds and tides, and the risks are proportionally great, and delays excessive. Again, for like reasons in the monsoon months, and in the stormy months of April and May, these crafts are secured in some creek or inlet for protection from the winds and seas, so that for five months at least in every twelve they are practically of no use, the highway of the sea is closed to the merchants, and trade is brought to a dead lock. With an inland water-way these difficulties and drawbacks will cease to exist, the risks and delays will be less, communication through the whole year with the chief towns and villages on the coast will be practicable, and that with these and other advantages, and probably also a reduction of the charges of transport from port to port, the proposal for the new water-way is viewed with favour is not, I think, a matter for surprise.

6. Under the foregoing circumstances, I think, therefore, I may safely state that so far as this district is concerned, the entire sea-borne* trade of our ports as particularized above, in paragraphs 3 and 4, will be diverted to the inland water-way were the proposal to connect the Nizampatam and Kistnapatnam backwaters with each other and with Madras by canal given effect to.

*NOTE.—It is perhaps as well that I should here explain in order to prevent misapprehension that this is not the entire sea-trade of our ports, but only so much of it as passes between the ports of Nizampatam on the north and Madras on the south. We have some trade with Vizianpattam, Gopalipore, etc., north of Nizampatam, and so likewise with places to the south of Madras. This latter trade is, however, necessarily not included in the trade spoken of in this report.
C. E. P.

7. It now remains for me to reply to the second part of the inquiry as to how much of the traffic on the common roads will similarly be diverted to the proposed inland water-way, and I wish I could do so with as great facility or precision as in the case of the sea-borne trade. In truth, I must express my inability to give any satisfactory answer at all. There are so many surrounding circumstances contingent on the consideration of this question, that I think it is almost impossible to dispose of it under the existing state of things. There are no returns available by which we might gauge the traffic along our main roads, and even were such available, I think with Mr. Hughesdon, for the reasons given by him at length in the first paragraph of his letter to you, of the 8th January, that it would be simply impossible, under a variety of unknown conditions and with doubtful quantities, to estimate how much of this traffic would be diverted from the existing roads to the proposed new canal.

8. As to the best means of obtaining a reliable estimate of the traffic on our main roads, I think also, with Mr. Hughesdon, that it can be most easily and correctly done by posting Enumerators on the chief roads at convenient localities. I would continue the computation for at least two years, and do not think, as Mr. Hughesdon writes, twelve months will be a sufficiently long period, as the year might be a good or a bad one, and the traffic will thus be greater or less, and furnish no reliable data or satisfactory criterion for an average. Two years is even too little, and if there is no hurry, I would suggest the continuance of the traffic taking for three years.

9. I beg to specify a few localities that occur to me as convenient, and by stationing Enumerators at which, I think, we will be able to gauge the whole traffic of the district :—

1st.—At Ongole, on the Cumbum and Podile road and the Great Northern road, an Enumerator stationed at about where the travellers' bungalow is situated will be able to take all the traffic entering Ongole from the west and north, and also all leaving the town for those directions.

2nd.—At Kotapatnam, on the west side of the village where bandies enter it.

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1. To open the Tank Road at Kaveri, near the Department of Public Works Store-shed. This will take all the traffic entering the district from the north and west. I would station the Meenacatar on the north bank, because it is the best place to cross the tank, strike across the bed of the river for Nubelpett without going round the bend.

2. To open the Mangal Tank across the south of Nellore.

3. To open the Tank across the Department Public Works Store-yard on the Kistnappa road. This would take the traffic into and out of Nellore on this line.

4. To open the Tank across the Gungupuzha road. This will take the traffic into and out of Nellore on that road and to the port of Mayipatt.

5. To open the Tank across the Gungupuzha road at Dugurazupattam. This will take the traffic from the District and to the port.

6. To open the Tank Road at Kaveri, near the Department Public Works Store-shed. This will take all the traffic that finds its way from the west of the District by the Semasilla and Ponnai roads and through the Dugurazupattam road on to the canal at Dugurazupattam.

7. To open the Tank across the Dugurazupattam. This will take the traffic from the District and to the port, and along the Gudam and Dugurazupattam road to the canal.

8. To open the Tank across the Dugurazupattam. We will here find the traffic from Kalaetri and Tripetty.

9. To open the Tank Road near the Inda Salt Catchery at Badilingupattam. We will here find the traffic from the southern ports of the Venkatagiri Zemindari by what is known as Inda Road to the Port on to Madras.

These letters will be submitted to Government, with reference to Government Order, 6th October 1871, No. 1,753.

2. The question is what amount of traffic would be carried from a canal made between Kistnappa in Nellore and Nizampattam in the Kistna District.

3. The average imports and exports by sea from Kistna to Madras are valued at Rs. 25,000. The land traffic between the villages near Nizampattam and Madras and the local traffic are also considerable. Guntur cotton now goes by the road to the coast, but if the proposed canal be made it will be attracted to Nizampattam, there being a good road between Guntur and Bapatla. If the road is extended northwards it will carry a great deal of traffic which now goes by land towards Nizampattam, the fresh water canals being often closed. The difficulties of transit by land are so great that the canal would be a great boon to travellers and traders.

4. The sea-borne trade between Nellore ports and Madras is estimated at Rs. 11,15,348. During five months of the year the small coasting vessels which carry this traffic cannot venture to put to sea. The local officers are unable to frame an estimate of the road traffic.

5. In both districts it will be necessary to carry on special inquiries for a few years if the land traffic is to be ascertained.

6. The calculation of this description of traffic is difficult, and it is impossible to say how much of that now existing would be diverted to a canal. The

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canal would create a traffic of its own by slow advances, and its success, however certain, is a question of time.

7. The Board are satisfied from their knowledge of the country and the information before them that the proposed canal would be of immense advantage to the country, and it would eventually succeed even in a financial point of view. They think it unnecessary to investigate the amount of the land traffic in the systematic way proposed by the Collector of Nellore.

Proceedings of the Board of Revenue, dated 26th March 1872, No. 498.

From the Acting Collector of South Canara, to the Secretary to the Board of Revenue, dated Mangalore, 9th March 1872, No. 306.

With reference to the Board's Proceedings, dated the 25th October last, No. 4,197, I have the honour to state that there will be no difficulty in ascertaining from our Customs returns the amount of traffic at present sea-borne between this district and the southern ports, and between the different ports of this district. Owing to our numerous harbours sufficiently accessible to native craft I do not think that during the fair weather much traffic, which has hitherto been sea-borne, would be transferred to the canal, but at the same time there is no doubt that as soon as a canal is opened, and an easy and safe monsoon route thereby opened to the south, the merchants will send produce by that route at the end of the trading season and during the rains. Some of the sea-borne traffic between adjacent ports will also be sent by the canal during the fair season. In framing an estimate, therefore, of the sea-borne traffic likely to be transferred to the canal, regard would have to be given to the greater facilities afforded during the trading season by the sea, and we should calculate on but a small portion, say one-twelfth, being transferred to the canal at all events at first. The village traffic would, however, be considerable, especially between Mangalore and Cudapur, and between Kasargod and Hosdurg, at the head of the present water communication. An approximate estimate of the amount of such traffic would have to be prepared with reference to the probable amount of surplus produce in the coast villages, and to the places to which the produce is usually sent. A tolerably accurate estimate of such traffic can, I think, be prepared by local inquiry in the villages, and by stationing persons at the different ferries to note the traffic crossing the rivers. The actual traffic would, however, I think, prove to be far greater than the estimate, for there is no doubt that as soon as the canal is opened it will make traffic for itself, and will be of incalculable benefit to the inhabitants of the coast villages, who have at present no means of communication except the coast road which is impassable for bandies and scarcely ever used by bullocks.

Submitted to Government with reference to Government Order, dated 6th October 1871, No. 1,753.

2. The Board have expressed their opinion with regard to the proposed West Coast Canal in their Proceedings of the 8th February 1872, No. 282.

*Proceedings of the Madras Government, Public Works Department,
14th May 1872.*

ORDERED to be transferred to the Public Works Department, with reference to Proceedings in that Department, dated 20th September 1871, No. 2,396.

(Signed) H. E. STOKES,
Under Secretary to Government.

No. 235. ORDER THEREON, 14th May 1872, No. 1,225.

CIVIL WORKS, No 8.

In paragraph 22 of his Minute on Railways, His Excellency the President in Council gave his opinion that it was desirable that orders should be given in the Public Works Department for surveys of the backwaters on the Eastern and Western Coasts; and that a Revenue Officer should be employed to estimate the traffic now sea-borne or carried on the common roads, which would probably avail itself of coast canals.

2. The attention of two Superintending Engineers and of the Revenue Board was called to this, the latter being instructed to submit proposals as to the best means of obtaining a reliable estimate of such traffic.

3. The Revenue Board now submit returns of sea-borne traffic between the Kistna and Nellore Districts and Madras; state that it will take three years to ascertain approximately what the land traffic may be; and that after all it will be impossible to calculate what proportion of either is likely to be diverted to the canals. Nevertheless, from general information and knowledge of the country, the Board are satisfied that the proposed canals would be immensely useful at once, and eventually remunerative.

4. There appear therefore to be grounds for undertaking detailed surveys and estimates of the canals when officers may be available for the duty, while employed on which they might simultaneously collect much valuable detailed information as to probable canal traffic, and for an application to the Supreme Government to sanction the employment of a special establishment. But meanwhile the Superintending Engineer of the 2nd Division is instructed to send in all the papers alluded to in his letter printed, with G. O., No. 908, of 5th April 1872, with full particulars as to the call on which they were prepared.

(True Extract.)

Colonel, R.E.,

Officiating Secretary to Government.

To the Superintending Engineers, 2nd and 7th Divisions.
.. Revenue Department.

Exd. S. T. Augustin.

Statement showing the Imports and Exports in the Ports of the Nistara District to and from Madras from fiscal 1276 to 1280.

Masulipatam Vizianpatam Rottapalem Penumudy Corutota Boddunonipalem Gungadipalem Yepinipalem Motupalle

Fiscal

Exports Imports Exports Imports Exports Imports Exports Imports Exports Imports Exports Imports Exports Imports Exports Imports Exports Imports Exports Imports Exports Imports

Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.

Fiscal 1276	51,999	99,303	86,504	35,215	48,729	61,737	.	.	.	.	.	.	.	.	37,083	91,799	77,933	44,831
1277	34,605	98,989	31,358	67,348	54,093	5,003	.	.	.	.	.	.	.	.	333,726	9,347	52,514	708,93
1278	59,497	810,695	504,864	2,27,407	27,428	12,148	2,325	1,590	4,326	.	1,440	.	1,622	.	5,337	9,737	66,922	68,938
1279	27,922	1,23,866	2,63,714	108,163	12,145	10,533	.	2,579	4,92	.	1,66	.	5,328	3,282	34,972	81,992	58,107	109,433
1280	42,666	130,190	13,667	65,170	19,220	17,988	.	.	16,66	800	.	.	3,588	.	2,590	7,473	54,683	76,457
Total	21,66,907	52,26,396	20,83,878	8,20,203	1,61,615	1,52,437	2,325	4,169	2,184	800	3,056	.	10,538	3,282	13,47,157	1,39,369	3,13,59	3,70,552
Average	4,33,381	10,45,379	4,16,775	1,64,040	32,323	30,487	4,65	2,084	4,328	800	1,528	.	3,512	3,282	3,67,427	2,79,732	62,631	74,110

Nistara District
Collector's Office
Masulipatam
25 January 1912

Revenue
Acting Collector

Compd
MR

P.

Nos 1103 & 1104

Revenue Department.

Ordered to be transferred
to the Public Works Department
with reference to Proceedings in
that Department dated 20th Sept/71
No 2396.

For Mr George.
5th April 1872

H. E. Stokes

Under Secy to Govt.

No 1225.
Proceedings of the Madras Government
Read the following

Pro. of the Board of Rev. — / H.E. No 484 of 22nd March 1872
No. — 80 — Thro Rev. Dept. — — 498 of 26th — —

For Orders.

In para 22 of
his Minute on Railways
His Excellency the Presi-
dent in Council gave
his opinion that it was
desirable that orders should
be given in the Public
Works Department for
surveys of the Duchittan
on the Eastern and Wes-
tern Coasts; and that a
Revenue Officer should be
employed to estimate the
traffic now sea borne
or carried on the common
roads

Rec 20 Sept 71 No 370 33

17th 1872 Dep.
Pro of Govt for M. Govt

Pro. M. Govt.
Rev. Dept.

Date 5 { April 1872
Recd 8 {

No 103
Transferred
Pro. of the Board
Rev. on information
furnished by the
Collector of the
and Nellore Dist
relative to the
the proposed
extension of the
port canal

No 223
D.O. 26 April 72
D.O. 22nd April 72 No 25
C.O. 1st April 72 No 204

No 1225. 14th Dec

1891

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some faint smudges and discoloration, characteristic of old paper. The left edge of the page is bound, showing the stitching and the inner cover material. There is no text or other markings on the page.

[The page contains faint, illegible handwriting, likely bleed-through from the reverse side.]

I think it very
desirable that
these surveys be
speedily completed
as far as possible -
and would detail
an officer for the
purpose at once - if
one can be made

be; and that after all
it will be impossible to
calculate what proportion
of either is likely to be
diverted to the Canal.
Nevertheless, from gene-
ral information and
knowledge of the Country
the Board are satisfied
that the proposed Canal
would be immensely
useful at once, and
eventually remunerative.

There appears
therefore to be grounds
for undertaking detailed
surveys and Estimates
of the Canals when
Officers may be available
for the duty, while em-
ployed on which they
might simultaneously
collect.

collect much valuable
detailed information
as to probable Canal
traffic.

G.M.W.
17.4.72

- available in that
prepaid bundles
in progress of culture
in potence.

L.D.S.

I rather think not in
mind a number of Lord
Napier's work of 1872
but as to the further
be suggested but no doubt
with the fact of which they
to another the employment
of a special officer for this
purpose

for an application ~~made~~
to the Supreme Govt.
termination the em-
ployment of a
Special Establishment
ment of But
meanwhile the
Suppl. 2^d Div.
is instructed to
send in all the
papers attached
to in his letter

numbered with G.O.
No. 908 of 5th April
1872, with full
particulars as to
the call on
which they
were prepared.

G.M.W.
24.4.72

To the Sup^{ts} 2^d & 7th Divs
Revenue Dept

Recd 15/5/72

R.C. 26 April/72
O.C. 22nd April/72
C.M. 1/72 O.C. 20th

Apr 14 1876

Col. of 1872 300000

PUBLIC WORKS

The Superintendent Capt.
2nd 4th (Indiana)

14 May 1225

Nos. 338 & 335

Canals & Paper orders
on the W. & A. R. Co. furnishing
information relative to the traffic
on the ~~public~~ Canals be-
tween the Rich and Belmore
at & Madras.