

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 2187	<u>Press</u> <u>Mis.</u>
137-138	
Dated 10-10-18 62	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
10th October 1862.*

No. 137. Read the following letter from Dr. H. STANBROUGH, to the Honorable
T. PYCROFT, Chief Secretary to the Government of Madras, dated Madras, 4th
October 1862:—

SIR,

I have the honor to enclose the accompanying Memorandum on the conveyance of Nagpore
Cotton in July, August, and September by the Godavery River to Cocanada, and to request that
you will kindly bring the same to the notice of the Right Honorable the Governor in Council.

No. 138. ORDER THEREON, 10th October 1862, No. 2,189.

The Government thank Dr. Stanbrough for his interesting Memorandum, which will be
separately considered in the Public Works Department.

(Signed) P. P. HUTCHINS,
Acting Deputy Secretary to Government.

MEMORANDUM.

The Government of India, in their letter No. 3944, dated 28th September 1861, having agreed to my proposal for conveying Cotton down to the Coast by the Godavery route, left all preliminaries to be settled by the Chief Commissioner of the Central Provinces of India.

Colonel Elliot requested that I would forward him a plan of proceedings, which he approved of in his letter dated 30th October 1861; upon which I deposited the sum of Rs. 20,000 in the Nagpoor Treasury which, with the like amount sanctioned by Government, made a total of Rs. 40,000, upon which I was allowed to draw at my own discretion.

The high price of the Cotton market in the Berar and Nagpoor Provinces deterred me from purchasing before May, when the near approach of the S. W. Monsoon drove the ordinary dealers connected with the Bombay and Mirzapore markets from Nagpoor: and as the rivers do not rise before the middle of June, I determined upon purchasing the Jheree or Spring crop which is picked and cleaned in May and June, and remains in the cultivators or Mahajuns' Godowns until the roads to the West and North are again open for traffic.

When I entered the market at that unusual season as a purchaser of the Spring crop, considerable excitement was the natural result; which however subsided when my object was understood, namely to try an experiment in opening out a new exit to the Coast.

On account of the very great drought in the Nagpoor Province, there having been no rain since November, the Spring crop was very scanty, but the Cotton was particularly fine and long stapled, having grown only along the banks and a short distance from the rivers, and not mixed up with the Cotton usually grown further off, where the plants deprived of moisture are always stunted in their growth and the staple short and dirty from struggling through the hot season.

I found no more difficulty in obtaining Cotton than I did in the years 1856 and 1857; in fact the growers and others were willing to

sell and bring the Cotton to me in preference to storing or mortgaging it to Soucars.

I do not think at present there is any likelihood of an increase in the growth of Cotton in Nagpoor for several reasons, chiefly from deficiency of means in exporting it from the Province, caused by the increased demand for carriage on account of the Railway and Public Works, the high price of grain, and paucity of labor; the cleaners of Cotton, women and children, obtaining better pay on the railroad.

Early in January, Captain Haig informed me that it was the intention of the Madras Government to have boats between the reaches, and roads or tramways round the three barriers, ready by June for conveying goods to the Coast, and that the Transit Agency would be responsible for their safe arrival at Cocanada, which might make some alteration in my intended plans. I at once visited the stations at which Captain Haig mentioned he would have boats, and found one building at Kirmeree, *above* the 3rd barrier, about 55 miles from Chanda, to ply between that Station and Chickmunder, 18 miles from Hinghghat Cotton mart; and three at Mogullee, *below* the 3rd barrier, to convey goods between that Station and Pulmellah, the *head* of the 2nd barrier, 85 miles; also a tramway under construction around the 3rd barrier of 32 miles. With the impression that all would be completed by the time specified, and that my original intention of proceeding on the top of a fresh over the 3rd barrier would only be considered fool-hardiness on my part and not conducive to any practical result or future benefit, I decided upon building only one boat of 60 tons burden at Mogullee for transshipment of Cotton from the Bibberie River, should I have time. My arrangements were all completed early in June, when I again visited the boat building stations, and found them ready.

The quantity of Cotton, 930 Bales, was purchased with facility in the neighbourhood of Chanda, and screwed at Ballarpoor, on the Wurdah River, and in order not to have any delay, as the river had not as usual risen by the middle of June, I carted 570 bales from Ballarpoor to Mogullee, *below* the 3rd barrier, a distance of 80 miles; and loaded 3 Government and my own boats with the quantity. The Government boats left for the *head* of the 2nd barrier on the 11th July, with a Steamer, and arrived on the 17th at Dumagudiem the *head* of the 1st barrier, 173 miles from Mogullee; and the first quantity, viz. 400 bales did not reach Cocanada till the 22nd August.

Having made over the remaining portion of my Cotton at Ballarpoor, as requested, to the Transit Agency of the Upper Godavery, from

whom I could learn nothing satisfactory, I left Nagpoor for Ballarpoor on the 7th of August, where I found a Steamer and cargo boat loaded with 120 of my bales about to proceed to Kirmeree the *head* of the 3rd barrier, and as there was every appearance of a fresh, I accompanied them to their destination. From thence I with great difficulty proceeded to Mogullee, around the barrier 32 miles, in the height of the Monsoon, and discovered a quantity of the Cotton in several places along the road, without any covering, exposed to most violent rain, and only 34 bales at Mogullee and not even those under cover, but slightly protected with an old tarpaulin; in fact from the 1st July, the day on which I officially made over the remainder of the Cotton at Ballarpoor, about 360 bales, only these 34 had arrived, and the boats which went laden away from Mogullee on the 11th July had not on the 10th August returned to that Station for more Cotton.

It may be thought presumptuous in me to give any opinion upon the working of the Godavery and Wurdah rivers, but having been for the last 6 years a resident in the Nagpoor Province, and the only European who has been during that time continuously connected with the Cotton trade, and the first to send Cotton and other produce down the river, which I did in 1856, I may be fairly considered better able to give a practical opinion than most people. I commenced in 1856 to give a practical opinion than most people. I commenced in 1856 to send Cotton from Hinghghat in basket boats to Chanda, thence taking advantage of the road as far as Budrachellum, about 200 miles from Chanda, and from thence by the Godavery to the Coast 138 miles. The Government of Madras afterwards availed themselves of the route shown by me for sending their stores, &c. to Nagpoor. Of course this route is only open from October to the middle of June, after which the roads become closed for traffic in consequence of the heavy rains.

The route as now undertaken by the Government for carrying produce and passengers will, if permitted to be completed, be no doubt of immense benefit to the country bordering upon the rivers, and more especially the Central Provinces. But there are many and grave questions to be considered ere the Government expend money upon such an immense scheme as that of establishing a complete water carriage from the Cotton districts in Central India to the Sea. If a complete water carriage can be established, the construction of a tramway or corderoy road around the 3rd barrier must prove a useless expenditure; the country road which for the greater part runs along the base of the Hills requires little improvement beyond bridging, the soil being generally favourable, and would, if much smaller outlay had been made upon it, be a much more efficient means of communication than the tramway

in its present dilapidated condition. If it be the intention of the Government to open out the country effectually, canals must be made around the 2nd and 1st barriers, for no merchant will, in fact, can afford to, break bulk 8 times as now takes place.

The dilapidated condition, caused by only one Monsoon, of the tramway partly constructed round the 3rd barrier a distance of 32 miles is sufficient to demonstrate the erroneous nature of the mixed water and land carriage. Again this route in 1864, or latest 1865, will have a formidable rival in the Great Indian Peninsular Railway, capable of carrying Cotton and produce at all seasons without any disturbance of bulk from Berar and the Central Provinces to Bombay, a port of greater safety for shipping than any of the open roadsteads on the Eastern Coast, and where freight can readily be found averaging from Rs. 7 to Rs. 10 per ton cheaper.

Before making further remarks upon the route, let us compare the cost and trouble of conveying Cotton according to the plan which I formerly adopted, with that now in operation, under the Government Transit Department.

A ton of screwed Cotton, 1375 lbs. (rather more than 4 bales) can be carried upon country carts to Budrachellum for Rs. 23; and from thence in 5 days to Cocanada in boats, which can be hired for 5 annas per ton per diem, so that the total carriage cost of a ton of Cotton from Chanda to Cocanada is Rs. 24-9-0, the time occupied 20 days, and bulk only once broken. The cost to me by the Government transit on the abovementioned occasion from Chanda to Cocanada for one ton of screwed Cotton was Rs. 25-8-0, the time occupied was 3 months, and bulk was broken 8 times. I do not pretend that this year can be taken as a fair criterion of what may eventually be done. It has been a season of mishaps; up to the 8th August there had been no fresh in the Wurdah and very little rise in the Godavery; only 7 carts were available for the transport of produce across the 3rd barrier; through some unaccountable mismanagement the Steamers which had towed the Cotton boats to the head of the 2nd barrier had not taken them back to Mugullee to be refilled, although they had been running backwards and forwards several times; and a boat laden with 91 bales of Cotton, from some neglect on the part of the boatmen at Davadoola the foot of 2nd barrier, stove in a plank when tied to the bank on the night of the 11th August, and the Cotton was allowed to remain in her upwards of 8 hours under water before removal, and was much damaged in consequence.

Four hundred bales of Cotton reached Dumagudiem, the 1st barrier, on the 17th July, and although Steamers frequently left for Dowlaishwaram, the Cotton was allowed during the very height of the Monsoon to remain in open boats, certainly partly covered with tarpaulins, until 20th August, and was not, until after repeated applications to the Traffic Superintendent at Dumagudiem for a Steamer, sent away to the Coast, although 2 Steamers were at that time at the Station, and had been frequently backwards and forwards from 18th July to 20th August with private individuals.

The first batch consisting of 400 bales reached Cocanada on the 22nd August—the second of 170 bales on the 10th September, since which time up to the present date small parcels of Cotton have continued to arrive in a somewhat irregular manner.

The great mistake that has been made was the premature public announcement by Government that from and after the 15th June a Transit Service would be established on the Godavery between Cocanada and Chanda for goods and passengers, and that arrangements had been made to provide proper shelter.

The Transit arrangement round the 3rd barrier, when I was there early in August, consisted of 7 small Carts of the country, capable of carrying two small screwed bales of Cotton, without any provision for protecting them from the rain, or storing them even under a shed, on their reaching the Station of Mogullee. No better care was provided at the 2nd and 1st barriers, in fact there was a total failure in the Transit Department, which will, should it become publicly known, greatly injure the project.

I am sorry to be obliged to record one word that might appear to discourage mercantile enterprise or throw a doubt upon the practicability of the Godavery route. The Godavery, if the Transit Service were judiciously conducted, would certainly become a communication of immense importance to the Central Provinces, however much the Railway may eventually compete with it.

The Jheree, or Spring crop of Cotton is only ready to be removed in May and June at a season when the country roads which should take it to the railway are on the point of being shut up by the rains. Lac, oilseeds, and grain of all descriptions are within reach of the rivers, which are then rapidly filling, so that these bulky goods can be conveyed to the neighbourhood of Chanda without very great expense, at the very time when the roads are becoming impracticable.

Captain Haig and the officers under him are sufficiently over-worked at all seasons with Engineering duties, without undertaking the business of carriers. I think it best to state in plain terms, and without any circumlocution, that in my opinion the Transit Department, in which the success of the Godavery project is involved, ought to be placed under the management of private individuals whose pecuniary interests and prospects would depend upon their skill, care, and attention. I will allow that very great obstacles stand in the way of a Company or firm undertaking to manage the transit of goods, for no mercantile house is at present acquainted with the river, or has learned to take any interest in the Central Provinces; although all are most anxious to purchase when produce is brought to the Coast. But this ignorance will soon be dispelled, this general indifference will soon disappear, when the practicability of the Godavery navigation is proved by better arrangements in the Transit Department. But I am strongly of opinion that these improvements are more likely to be the offspring of private enterprise than of official zeal. The river route can, if properly managed even in its present state be able to compete with the Bombay railway to Nagpoor, although many years must elapse before free communication can be made with the Coast. Instead of attempting to make an improved tramway or even a canal round the 2nd and 3rd barriers, a small expenditure on the present country roads, and in erecting wooden bridges across the nullahs will be sufficient as temporary expedients, leaving all the available funds and all the strength of the Engineer Department to be devoted to digging the canal from Dumagudiem to Budrachellum (1st barrier, only 16 miles). It will be a long time before the Godavery and Wurdah rivers can be used with safety beyond four months in the year above Budrachellum, but from Budrachellum to Cocanada, 138 miles, with boats of light draft, the river can be made use of all the year round.

MADRAS, 1st October, 1832.

H. Staunbrough

12/18/62
11/1/62

MEMORANDUM

ON

the conveyance of Nagpore Cotton in
July, August and September 1862, by
the Godavery River to Cocanada.

II. STANBROUGHT.

MADRAS,
1st October, 1862. }

See office
10 Oct 1862
10 Oct 1862

N^o 2189.

The Gov^t thanks Dr. Stambrough for
his interesting memorandum.

~~Transferred to the~~ which
will be separately considered in the
Public Works Depart^t.

M. R. Stambrough

At Dept Sect to Gov^t

of Oct 5-62

From Mr. George P.
10th October
1862

21 Copies to the Public Works Dept
1 - to Dr. R. Stambrough

N^o 137 + 138

Rev = 1862 Off^r Gov^t
Pres^t Gov^t for October.
N^o 2827.

From Mr. R. Stambrough
= brought

Dated 15th 3 Oct. 1862
Received 10th 3

C-2- N^o

Submitting for
information copies of
Memo. on the Convey-
ance of the Apporello
in July, Aug^t & Sept^r
1862 by the Godaverry
River to Canada.

Pro. of the P. W. Dept. N^o
3rd Nov. 1862 C. N^o 30 81m

N^o 2189 10 Sept

With an Order
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