

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

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MEMORANDUM ON ROADS IN THE PUNJAB FOR FACILITATING
EXPORT TRADE, PARTICULARLY EXPORT OF COTTON,

WITH REFERENCE TO CIRCULAR OF SECRETARY TO GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT, No. 90 OF 9TH OCTOBER 1861.

With a view to furnishing a reply to the enquiry how it is proposed to expend the money allotted to the Punjab in the present year for this object, the cotton statistics of the Punjab, according to the most recent returns, (Gazette Supplement, August 28, 1861,) are exhibited in the accompanying Table :—

The headings of the columns sufficiently explain their contents. The most important to the present purpose are the results given in columns VII, VIII, IX and X.

Column VII shows capability of soil of the several districts for growing cotton, under present circumstances of climate and culture.

Column VIII shows the extent to which the cotton capability of each district is at present turned to account.

Column IX may be said to exhibit exporting capability after supplying home wants. Where the produce is large in proportion to the population, and the produce of neighbouring districts small, in this relation, exporting power is first expended locally. Where, after satisfying its own and its neighbours' wants, a district has still spare produce or spare capability, it may be looked to for export in the larger sense.

The object of column XI is to check, in connection with IX, the confessedly imperfect returns given in column X.

It seems probable from the average of the results that about 2lbs. of cotton per annum is the amount required per head.

In some districts the home consumption of cotton is, possibly, from different causes, less than the average requirement, whatever that may be; in Delhi, for instance, from a proportion of the inhabitants using English cloths and other imported fabrics; in the opposite extremity of the province, the

Peshawur division, from the enlarged use of the woollen garments of Afghanistan and the hills.

Three maps, accompanying this memo., illustrate the facts given in the figured statement which are of principal importance in connection with the present question.

1. Map showing the cotton-productiveness of the several districts (column VII).

Districts producing under 500 maunds per square mile

of cotton-cultivated area,				white.
Do.	above 500 and under 750	do.	do.	yellow.
Do.	„ 750 „ 1,000	do.	do.	light-red.
Do.	„ 1,000 „ 1,500	do.	do.	dark-red.
Do.	„ 1,500 „			purple.

2. Map exhibiting relation of actual produce, over the whole area, to the population of each district (column IX); that is, power of supplying local demands and capacity for exporting cotton, raw or manufactured.

Districts producing under 2lbs. of cotton per head of population, white.

Do.	over 2lbs. and under 3	do.	yellow.
Do.	„ 3 „ 4	do.	light-red.
Do.	„ 4 „ 5	do.	dark-red.
Do.	„ 5		purple.

3. Population map (column III).

Population under 50 per square mile,				white.
Do.	over 50 under 100	do.		yellow.
Do.	„ 100 „ 200	do.		light-red.
Do.	„ 200 „ 300	do.		dark-red.
Do.	„ 300 „ 400	do.		purple.
Do.	„ 400 „ 500	do.		brown.
Do.	„ 500			dark-bn.

Districts left uncoloured in map 2 do not produce enough of cotton for home use, and probably all, more or less, import from their neighbours.

Districts coloured yellow in the same map produce the assumed average required for home use, and cannot be expected to give much to others.

Districts coloured light-red should be able to export, more or less.

But most is to be expected from the remaining districts coloured in the map dark-red and purple.

The general conclusions from the maps and figures are :

1. That the districts which can best export at the present time are (in this order) Rohtuk, Jhung, Hoshiarpore, Shahpore, Dera Ghazee Khan, Goordaspore, Umbala, Sealkote, Gogaira, Mozuffurgurh, Goojrat and Hissar.

2. That certain districts, particularly Delhi, Hissar, Thanesar, Julundhur, Hoshiarpore, and Gogaira, might produce more cotton than they do; and those of them which do not now export might become exporting districts.

3. That in certain other districts, (those left uncoloured in map 1) Kangra, Ferozepore, Rawul Pindee, Goojrat, Jhelum, Huzara, Kohat, Dera Ghazee Khan and Mooltan, cotton lands have not been very productive, though in consequence of the scanty population in some of them, they have, even from their moderately productive soil, been able to furnish cotton for export.

With regard to the most unprofitable of these, Kangra, Ferozepore, Jhelum, Huzara, and Kohat, it remains to be ascertained—have they any land naturally well suited for cotton, and is their present unproductiveness due to want of water, or defective culture, or any other remediable cause? The answer to this question will dictate the course to be pursued with reference to the encouragement of cotton cultivation in these districts, or its abandonment in favor of cereals or other crops for which the soil and resources are better suited. The two hill districts, Kangra and Huzara, will probably never grow cotton very successfully, and it may perhaps in those districts gradually give place to tea.

The districts in the second category above have greater capability for cotton cultivation than is at present turned to account in the production of cotton. But it may be that their culturable area is as profitably occupied with other crops:—this is probably the case in Julundhur. Or that they have considerable extent of unproductive land, either destitute of water or incapable of cultivation:—this is probably the case with some parts of Hissar. The determination of these points will indicate what should be done with respect to cotton in these districts.

These collateral questions are here merely glanced at; the question under consideration relates to facilities now to be provided for present actual or possible export of cotton and other products.

So far with reference to cotton only. The export of grain from the Punjab is considerable and important. Nearly the whole country has great

capabilities for growing grain, and good roads should communicate with the rivers from the principal wheat growing districts. There are no general returns available of cereals and other produce, but the Julundhur Doab may be assumed as one of the parts of the country best capable of exporting wheat. This fertile and highly cultivated tract is also prepared to supply sugar in large quantity, but probably only to other parts of the country, not for foreign export.

Other products, flax &c., may demand means of export hereafter.

Besides the export of products of the country, the export of goods imported from the countries on the north is important. Of these the great entrepôt is Umritsur. The Railway and rivers provide for this trade export.

Gathering these conclusions, notice will now be taken in succession of the districts principally demanding good roads leading to the main channels of export, by land or water, existing or in course of execution.

The fourth accompanying map shows present lines of road in the Punjab.

A map prepared from the returns called for in accordance with the instructions received from the Government of India in letter No. 1807 of the 28th May last, exhibits the roads in three classes. 1. High roads metalled and bridged throughout, (Lahore and Peshawur Road included, as belonging to roads of this standard though only in progress). 2. Made roads, unmetalled, partially or wholly embanked and bridged. 3. Minor roads, not embanked, unmetalled, and unbridged. In the accompanying small map the roads of the third class have, for the sake of clearness, been omitted.

The largest excess of cotton produce is in the districts of Rohtuk, Jhung, and Hoshiarpore.

Rohtuk.—In the Gazette supplement above referred to, it is stated that “some of the exports from Rohtuk are to the Punjab, and some to the Lower Provinces.” The outlet from the country, in the latter of these two directions, is the route which it is desired to facilitate. The road from the city of Rohtuk to the Jumna at Delhi is embanked and partially metalled. To the improvement and completion of this as a metalled road, part of the funds now made available for this purpose may be appropriated.

Jhung has command of the rivers Chenab and Jhelum, for outlet. Carriage is principally on camels, and little is required to make the roads

passable for them. To the improvement of the chief roads to the rivers from the principal cotton localities in the interior of the district, a small sum may be allotted. Of this district, which produces at present so much in excess of its own wants, the soil is reported to be well suited for cotton, and to be capable of growing it more extensively if provided with the means of irrigation. At present it does not export cotton. It produces annually more than twice the quantity of cotton grown in the neighbouring district of Mozuffargurh, and nearly twice the amount per head of population, but it furnishes no cotton for export, whilst Mozuffargurh exports 7,000 maunds. It is a manufacturing district, and instead of exporting raw cotton, exports coarse cotton cloths largely to Afghanistan.

Hoshiarpore stands highest of all the districts in cotton productiveness, and very high in regard to surplus produce.

The remark in the Gazette supplement statement regarding Trans-Sutlej States, appears at first sight inconsistent with the facts exhibited by the figures. “The exports from Julundhur are usually to Hoshiarpore and Kangra.” Julundhur, which produces very little above the apparent average demand for home use, exports that little, and is said to export it to Hoshiarpore, which produces nearly three times the amount it requires for home consumption, and instead of largely exporting, is thus said to import from a neighbour which has smaller supply of its own.

The explanation is that Hoshiarpore manufactures extensively and exports the manufactured goods. The Deputy Commissioner, in reply to enquiry on the subject, has reported that above half a lakh of Rs. worth of manufactured cotton goes yearly to the hills, and above half a lakh is sold to Cabul merchants. The cloth made in the villages is bought up in certain towns, and thence exported or sold wholesale.

The roads from Hoshiarpore to the Trunk Road, at Julundhur for the west, and at Phugwara for the south, should receive a portion of the money now offered.

The road from Hoshiarpore to Julundhur, 24 miles, is partly embanked, partially metalled 12 feet in width, with two torrent beds unbridged, and one bridge required at Adumpore.

The road from Hoshiarpore to Phugwara, 23½ miles, is not embanked, is unmetalled and unbridged. One large bridge is required over the Beza Nullah.

The district next in order with respect to surplus produce of cotton for export, is *Shahpore*. Shahpore possesses the means of export to the sea by

scarcely afford at present to export any large quantity. The whole cotton of the district is a scanty supply for its own use.

Lower in the scale of cotton export capability it does not seem necessary to go for the present purpose.

Rawul Pindee, Peshawur and Kohat, all said to export small quantities, cannot, it will be seen from the figures in columns VII. and IX., be looked to for much or early increase of exporting power.

The recommended distribution of the present allotment is :—

Rohtuk to Delhi, metalling and improvement,	Rs. 18,000
Hoshiarpore to Julundhur, bridging or metalling,	" 12,000
Hoshiarpore to Phugwara, Do.	" 15,000
Sealkote to Wuzeerabad, } Small improvements. Funds for	" 3,000
Sealkote to Goojranwala, } metalling could not be afforded	" 3,000
	out of the present allotment.
Roads from cotton lands to rivers in <i>Mooltan Division</i> ,	" 8,000
Ditto ditto <i>Shahpore district</i> ,	" 8,000
Ditto ditto <i>Dera Ghazee Khan district</i> ,	" 8,000
Total Rs.	75,000

Cotton grown within British territory alone has above been taken into consideration. Of the amount and value of cotton produced in the Native States connected with the Punjab, there are no returns. Information should be obtained on this subject, and the attention of the Native rulers might be specially directed to the encouragement of cotton cultivation and export, as a matter of importance to their interests and to the prosperity of their people and country.*

One other measure of much importance in connection with the question of cotton export, is the establishment of Presses for packing the bales in more advantageous mode for carriage, before the cotton is started on its long journey to the coast. When carried in the loose form, it gathers in transit much dirt and impurity before being subjected to the Press at the port of embarkation, as is now the case with the cotton conveyed on droves of baggage animals over the hill roads from the cotton districts of Bombay to the sea.

* Letters have been addressed to Jummoo, Pattiala, Nabha, Jheend, Bahawalpore, Muler Kotla, Kulsia, Patoudee and Loharoo.

It would be of great value to the cotton export trade of the Punjab to have Presses established at a few convenient stations, which could receive the cotton of a considerable extent of country as near as possible to the place of its production.

Mr. Coates, of Ferozepore, has had a cotton Press at work for some time, and found difficulty in getting the people to use it. In answer to an enquiry as to the cause of this, it appears that as the cotton was not cleaned till arrival at Bombay, the merchants objected to pressing it uncleaned, before despatch, as the cotton was damaged by pressing with the seed. Cleaning is to be arranged for in connection with, or previous to, pressing.

The positions recommended for the establishment of Presses in the first instance are :

1. Delhi, for the districts between the Sutlej and Jumna, before despatch down the latter river.
2. Umritsur, for the Julundhur Doab, and districts of the Umritsur Division, before despatch by rail to Lahore and Mooltan.
3. Mooltan, for the districts on the convergent rivers of the lower Punjab, before despatch by boat or steamer for Kurachee.

This is properly a matter for the cotton growers or cotton agents to look to ; but, like many other advantageous commercial or industrial arrangements in this country, it may be necessary for Government to take the lead ; with the view, afterwards when all is working successfully, of making over the management to private enterprise.

Lahore, 28th November 1861.

TABULAR STATEMENT OF CULTIVATION AND EXPORT OF COTTON (PUNJAB) 1861.

DISTRICTS.	I	II	III	IV	V	VI	VII	VIII	IX
	Area. Square miles.	Population.	Population per square mile.	Area under Cotton cultivation. square miles.	Proportion of whole area under Cotton cultivation.	Estimated annual produce. Maunds.	Annual produce per square mile of Cotton-cultivated area. Maunds.	Annual produce per square mile of total area. Maunds.	Annual produce per head of population. lbs.
DELHI, ...	786	2,73,479	347	6,527	00833	8,422	1,290	10.7	2.4
GOORGAON, ...	2,000	6,86,089	342	15,500	00775	10,000	645	5.0	1.1
KURNAUL, ...	1,271	3,69,085	282	15,500	01219	10,250	661	8.1	2.3
HISSAR, ...	3,156	2,61,146	82	12,460	00394	10,651	855	3.3	3.2
ROHTUK, ...	2,171	4,51,005	207	50,802	02340	65,552	1,290	30.1	11.1
SIRSA, ...	3,219	1,45,870	45	007	000002	5	713	001	0017
UMBALA, ...	1,829	7,23,992	395	46,500	02542	36,000	774	19.6	3.9
THANESUR, ...	2,038	5,11,887	251	4,196	00206	4,195	1,000	2.0	0.3
LOODIANA, ...	1,377	5,25,498	381	27,900	02026	18,000	645	13.0	2.7
SIMLA, ...	...	27,786	...	...	...	...	...	...	...
JULUNDHUR, ...	1,347	6,98,169	518	21,275	01579	21,711	1,020	16.1	2.4
HOSHYARPORE, ...	2,188	8,33,817	381	31,000	01415	60,000	1,935	27.38	5.7
KANGRA, ...	3,206	7,18,955	224	21,807	00680	5,627	258	1.75	0.2
UMRITSUR, ...	2,024	8,84,429	437	24,460	01208	17,752	725	8.75	1.6
GOORDASPORE, ...	1,675	7,87,417	470	48,330	02885	40,534	838	24.2	4.1
SEALKOTE, ...	1,350	6,41,782	475	40,864	03027	29,659	725	21.9	3.6
LAHORE, ...	3,608	6,62,338	183	36,972	01024	19,475	526	5.4	2.3
GOOJRAWALA, ...	2,651	4,20,753	159	23,447	00884	15,127	645	5.7	2.8
FEROZEPUR, ...	2,730	4,75,624	174	5,037	00184	1,950	387	7	3.2
RAWUL PINDEE, ...	5,996	5,53,750	92	25,485	00426	12,331	483	2.0	1.7
GOOJRAT, ...	1,886	5,00,167	265	45,013	02300	21,054	467	11.1	3.3
JHELUM, ...	3,684	3,75,800	102	19,000	00516	6,692	352	1.8	1.4
SHAHPORE, ...	6,500	2,61,693	40	23,250	00357	15,937	586	2.4	4.8
PESHAWUR, ...	2,324	4,50,099	193	12,400	00580	6,200	500	2.6	1.0
HUZARA, ...	2,424	2,96,364	122	17,050	00700	6,050	354	2.5	1.6
KOHAT, ...	2,840	1,16,293	40	5,115	00180	1,550	333	6	1.0
DERA GHAZEE KHAN, ...	6,531	2,38,959	35	27,900	00430	13,500	483	2.1	4.8
DERA ISMAEL KHAN, ...	5,745	4,34,180	75	19,685	00340	12,700	645	2.2	2.3
BUNNOO, ...	4,500	2,37,557	52	13,485	00290	8,265	612	1.8	2.7
MOOLTAN, ...	5,634	4,11,386	73	29,716	00527	14,764	496	2.6	2.8
MOZUFFERGHUR, ...	2,849	2,46,912	86	17,050	00588	11,000	645	3.8	3.5
JHUNG, ...	5,314	2,64,314	49	23,440	00438	22,684	972	4.2	6.8
GOGAIRA, ...	5,553	3,08,020	55	17,135	00308	13,819	806	2.5	3.6

Rev = 424/62

December 1862. O. A. 15.
Public Works Department,

From
Punjab
Office of General Secretary
72-124.

Chief Engineer and
Secretary to Government,

No. 6191

Dated Lahore. 30 Jan 1863.
Received 11th March 1863

To

Chief of Government,
Co-5.
Punjab.

Enclosed copy of Memo.
in hands in the
Punjab for facilitating
short trade forward
for information by
advise of his Honor
the Chief of Government

72-26.

18th Jan 1863.
Punjab

Chief Engineer and
Secretary to Govt. Punjab, P. W. D.

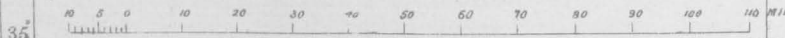
1863

with 4 marks

Memo No 82

PUNJAB

SCALE OF 32 MILES=1 INCH



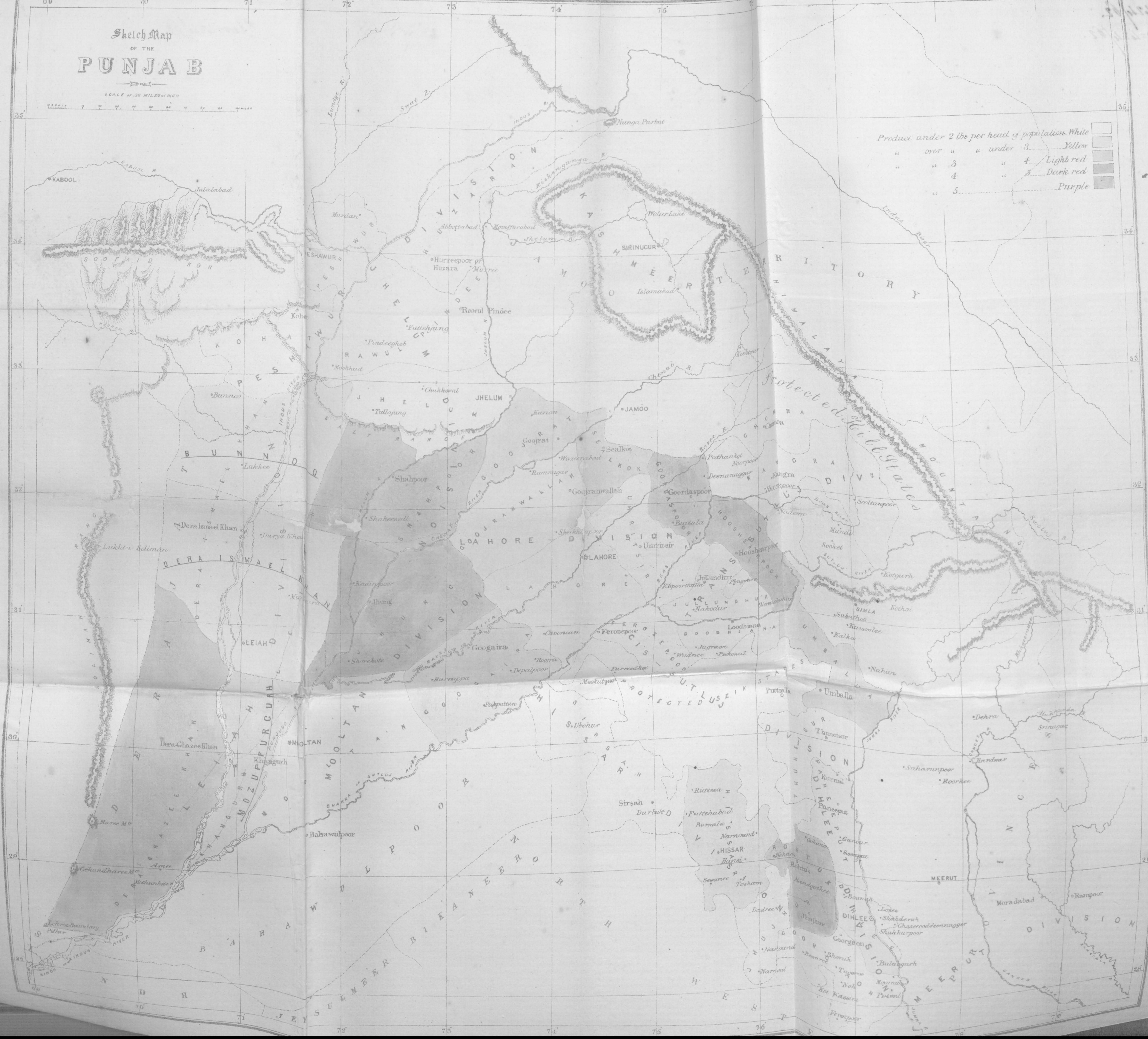
Produce under 500 ^{ms} per sq	Mile under Cotton Cultivation	White
Over 500 "	under 750	Yellow
" 750 "	" 1000	Light red
" 1000 "	" 1500	Dark red
" 1500 "		Purple

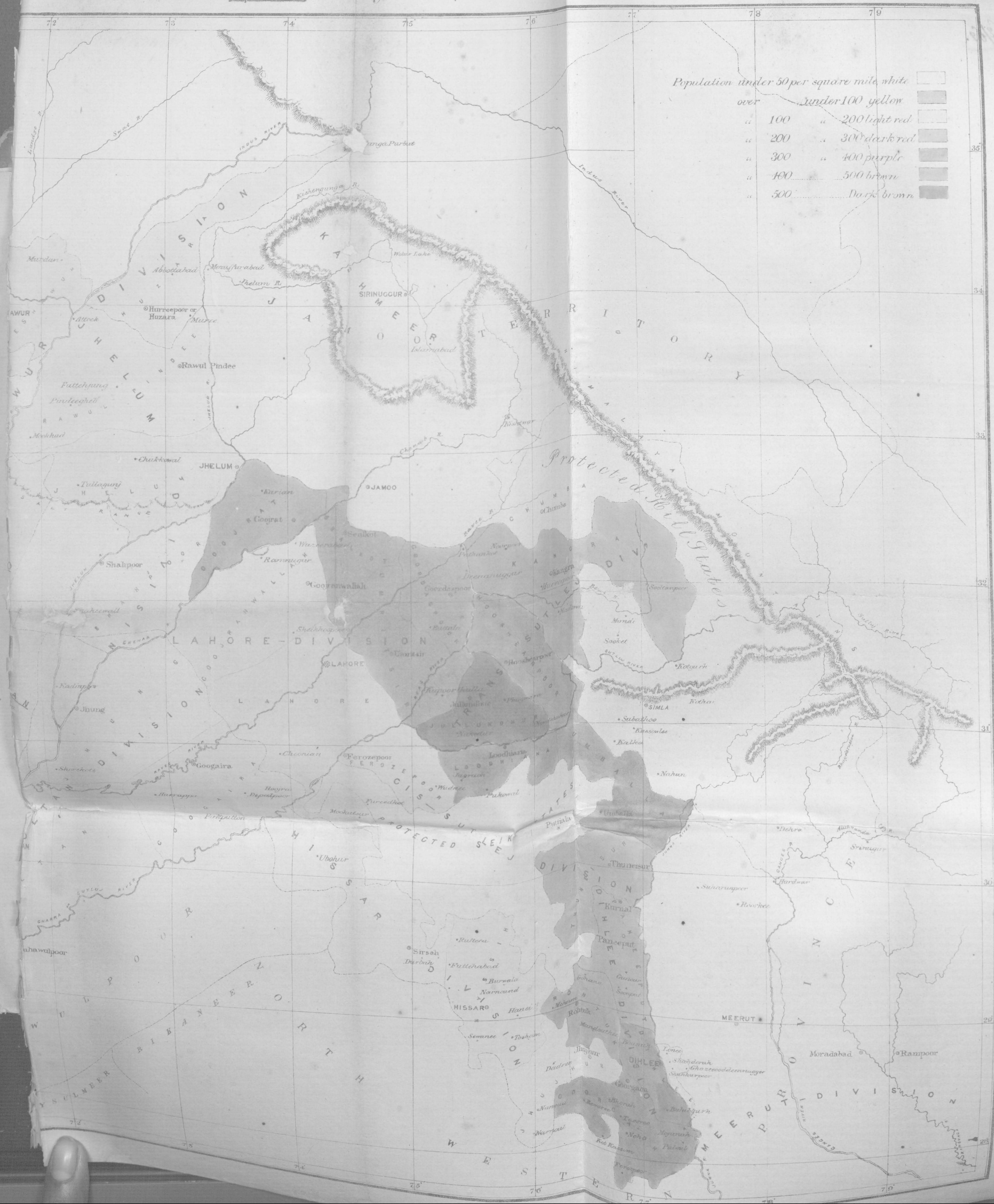
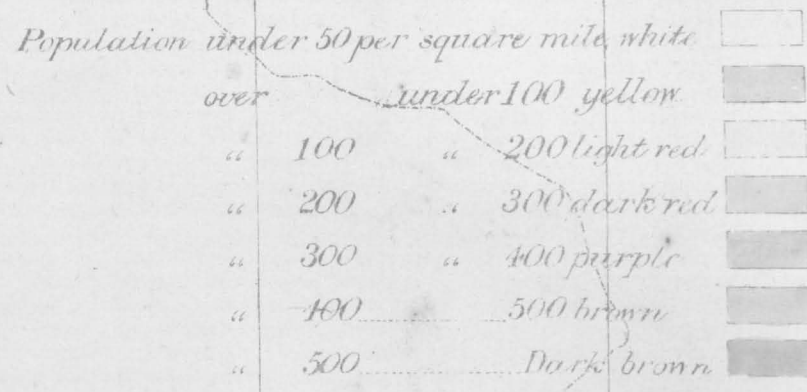
Rev-424/62.

Sketch Map OF THE PUNJAB

SCALE 1/32 MILES-1/4 INCH

Produce under 2 lbs per head of population. White
 " over " " under 3. Yellow
 " " 3 " 4. Light red
 " 4 " 5. Dark red
 " 5. Purple



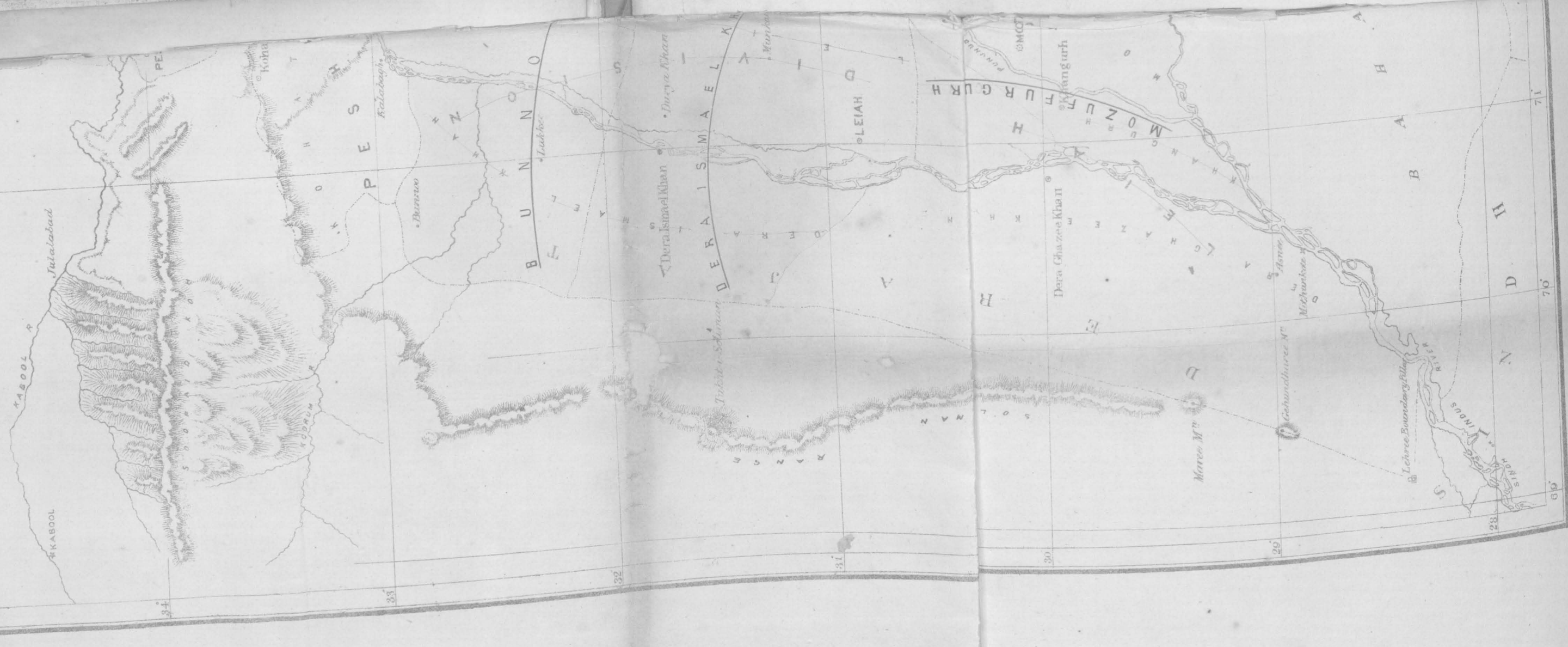


Rev-424/62.

Sketch Map
OF THE
PUNJAB

SCALE OF 32 MILES = 1 INCH

35 0 10 20 30 40 50 60 70 80 90 100 MILES



Sketch Map
OF THE
PUNJAB

SCALE of 32 MILES = 1 INCH

1 Major Roads, embanked, bridged and metalled. Red-thick
2 Unmetalled Roads, embanked and bridged. Brown thin
3 Minor Roads, not embanked, unbridged unmetalled (nd shown in this Map)