M.R.O. 14—13,000—27-9-24

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 2908 Press Mis.

485. 486

Dated 25.. 11. 1865.

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
25th November 1865.

No. 485. Read the following Proceedings of the Madras Government in the Public Works Department :—

Communicating to the Collector of Cuddapah letter from the Agent and Manager of the Madras Railway, on the subject of Cotton traffic of Cuddapah. } (Here enter 21st November 1865, No. 3,510.)

No. 486. ORDER THEREON, 25th November 1865, No. 2,908.

Miscellaneous. Communicated to the Revenue Board.

(True Extract.)

(Signed) J. GROSE,
Acting Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No 3,510.

Exd. S. T. Augustin.

Read the following papers :—

No. 479. From the Acting Collector of Cuddapah, to the Chief Secretary to Government, Fort Saint George, dated Cuddapah, 21st October 1865, No. 39.

1. Railway communication between this place and Madras was made complete on the 1st ultimo, by the opening of the section of the line between Cuddapah and Reddipally.

2. For some days previously the country people had been coming in with cotton, and when the rail was placed at the disposition of the public, a quantity of the staple had accumulated in Cuddapah, and was awaiting transport by it to the coast.

3. The daily arrivals of cotton since, have exceeded the quantity the Railway Company has been able to carry away, and at this moment, it is supposed, there are upwards of 20,000 bales in Cuddapah.

4. The bales are lying in every direction in the vicinity of the bazaar. They occupy the adjacent vacant spaces. From the road they can be seen in piles heaped up in the backyards of houses. Verandahs are blocked up with them; some even of the Pagodas are filled with cotton. An Agent of a mercantile firm in Madras has from 6,000 to 7,000 bales, and another has raised two large pyramids of bales in a compound adjoining the house in which I live, the bases of which are daily extending.

5. The owners of the cotton complain of the arrangements on the Railway, which renders this detention of their merchandize possible. They say that the accumulation of their cotton is injurious to them, inasmuch as there is not house accommodation in the town for it all; and *some* must get wet during the approaching monsoon and sustain damage. They calculate the deterioration from this cause at 6 Rupees each exposed bale, plus the destruction of the enveloping gunny, which rots and loses all value, and which may have cost 1½ Rupee.

6. I am not sure that the fault, if any, of the Railway Company, in regard to this state of things, is connected entirely with Cuddapah. The Managers of the Company know what is happening; and would probably have relieved Cuddapah if they could; but it seems that blame rests with exporters from Madras. The Traffic Manager, in a recent letter to me, speaking of the merchants at Madras, states, that until they take more active measures than they have hitherto done, to clear the Station at Royápuram of cotton, any measures adopted to accelerate the traffic at Cuddapah will merely increase the congestion at Madras. He says that on the date of his letter one hundred trucks (containing probably 2,000 bales) freighted with cotton were encumbering the rails at Royapuram, awaiting hands to unload them.

7. At Cuddapah the measures necessary to relieve the impeded traffic are simple. The Railway Company now runs one Goods Train a day, and hitches to the daily Passenger Train as many trucks as circumstances will permit. The Station Master informs me that he sends away 600 bales a day. Had he an extra engine and 15 trucks or so at his disposal, he thinks he would soon be able to clear the town of cotton. He has *now* trucks that he cannot use, owing to a deficiency of tarpaulins. For want of these indispensable protectors he is unable to utilize completely the means he already possesses.

8. Cotton leaves Cuddapah unpressed. There is no doubt that if bales were pressed, their decreased size would be a convenience to the Railway Company, because traffic on the rail is limited not so much by weight as by bulk; but exporters will not, I understand, buy pressed cotton. They purchase only cotton which they can examine, and which must for this purpose be loose.

9. I am led to believe that the pressure at Cuddapah will not be permanent. It is, however, very difficult really to calculate the quantity of cotton there may be still in the interior. The cotton of Bellary, Kurnool, and of this District seeks an outlet to the coast by the rail here. I do not know the area in the three Districts under cotton last year, but in Fusly 1273 (1863-64) it was acres 8,35,905. At an average yield of lbs. 90 the acre, this area would give a production of 2,50,770 bales of 300 lbs. each.

	Acres.
Bellary	4,66,013
Kurnool	2,60,167
Cuddapah	1,09,725
	8,35,905

10. The population of the Districts at the last census was 2,779,697. The clothing of a Ryot weighs 8 lbs., and that of his wife 7 lbs., the household uses, besides sheets, rope, &c. The clothing of a man of a higher class weighs only 3 lbs., but such a man consumes more cotton than the Ryot in other ways. He uses mattresses, pillows, &c. Supposing the local consumption to be 20 lbs. a head, the population would have withheld bales 1,85,313 of the cotton crop of Fusly 1273 (1863-64) leaving for export bales 65,475. It would have indeed withheld more, for the census was taken in Fusly 1271 (1861-62), and the population must have since augmented; while increasing wealth must have added something to the internal consumption.

Bellary	1,061,925
Kurnool	655,670
Cuddapah...	1,059,102
	2,779,697

11. The exports from Madras in the last three years have averaged 1,42,621 bales. One-third of them may easily have been drawn from this part of the country. Supposing this to be the case, the quantity of cotton already taken away by the rail since the 1st ultimo, and the quantity now lying in Cuddapah, nearly represents the total quantity of the crop of Fusly 1274 (1864-65) available for export, provided, and I have no reason to believe that the case is otherwise, that crop does not largely exceed the crop of Fusly 1273 (1863-64).

1863	1,73,180
1864	1,17,737
1865	1,36,946
(Up to the end of September.)	

By Rail upwards of	30,000
In Cuddapah	20,000

12. At all events the monsoon will now soon bring a pause in the cotton trade here, because rain will make the country difficult for bandies to traverse; and at Madras, because I understand the bulk of the export occurs between the months of May and October.

Referred to the Consulting Engineer for report.

(Signed) W. HUDLESTON,
Acting Secretary to Government.

24th October 1865.

Endorsement of the Under Secretary to Government, in charge of the Office of the Consulting Engineer for Railways, dated Madras, 8th November 1865, No. 555.

From the Agent and Manager Madras Railway Company, to the Under Secretary to Government, in charge of the Office of the Consulting Engineer for Railways, dated Madras, 6th November 1865, No. 799.

1. Adverting to your letter of the 26th ultimo, No. 745, forwarding a communication* in original from the Collector of Cuddapah, having reference to the cotton traffic, I have the honor to quote as follows from a report† received from the Traffic Manager.

* Herewith returned.

† No. 466, dated 4th November 1865.

"I beg to acknowledge the receipt of Major Shaw Stewart's letter No. 745 of "the 26th ultimo, forwarding a letter from the Collector of Cuddapah to the Chief "Secretary to Government, and enquiring 'whether arrangements cannot be made "'for clearing away the cotton brought by rail to the Salt Cotaur Goods Station "'more expeditiously than appears to be done at present; and for the despatch of a "'larger number than 600 bales of cotton daily from the Cuddapah Station.'

"With reference to the first point I may observe, that on the 30th September "the number of bales of cotton on hand at the Salt Cotaurs was 4,396, and since "that date the average number of bales received daily at the Salt Cotaurs from all "Stations exceeds 2,000, the weight of which may be fairly estimated at 185 tons "or 415,000 lbs.

"With some exceptions the cotton has been removed within twenty-four hours "after arrival, but it is scarcely possible to restrict the quantity on hand at the "Salt Cotaur Station to one day's receipt, for the following reasons:—

"The influx of cotton at Madras, consequent on the opening of the Railway to "Bangalore and Cuddapah, has been so large that merchants have been unable to "provide godown accommodation for the bulk arriving daily, for although this "season's crop may not be larger than last year's, yet the quantity of cotton brought "into Madras by Railway is very much larger, and this has of course increased the "stocks in hand very considerably.

"Again, cotton is, in many cases, received at Madras thirty-six hours before the "consignee receives the receipt granted by the Railway Company at the forwarding "Station (this is invariably sent through the Post Office), and although he may be "ready and willing to remove his cotton, it cannot be delivered until the receipt is "produced, except in the case of well known firms.

"It will, therefore, be readily understood that the number of bales always on "hand at the Salt Cotaur Station is seldom less, and generally greater than 4,000, "the value of which may be roughly estimated at four lacs of Rupees.

"I am credibly informed that 1,100 is the maximum number of bales screwed "in Madras daily; taking the weight of each bale at 300 lbs., we find that the gross "weight of cotton screwed daily is 330,000 lbs., or only 80 per cent. of that brought "by Railway.

"Assuming that the Presses in Madras were worked at the rate of 1,100 "bales per diem during the month of October, the difference between the quantity "on hand, and brought by Railway, and that screwed during the month, say 10,000 "bales would require storage of some kind, in addition to the stock in hand on "1st October.

"Thus it will be seen that the quantity brought in daily by Railway is in "excess of the quantity screwed, and knowing that cotton merchants have not, at "present, the means of storing a very large quantity of cotton, I have endeavored "to regulate the traffic on the Railway to suit their convenience, as well as our "own, for it must not be forgotten that even the ground space at the Salt Cotaur "Station is altogether insufficient to accommodate the quantity of cotton daily "awaiting carriage at Bangalore and Cuddapah, to say nothing of the risk of fire "at the Salt Cotaur Station.

"This explanation will, I hope, satisfactorily account for the apparently "small quantity of cotton brought daily from Cuddapah. I may, however, observe "that since the 21st ultimo, we have brought from that Station at the rate of 900 "bales per diem, and at this rate, supposing Mr. Cockerell's figures of the quantity "at Cuddapah to be correct, and that the whole of this season's crop has been "brought into Cuddapah, the accumulation referred to by the Collector will be "cleared away in three weeks from 31st October.

"There would be no difficulty in increasing the daily export from Cuddapah by Railway, but for the reasons I have already given, which appear to me of "too serious a character, so far as the Railway is concerned, to be lightly "regarded."

2. You will have observed that Mr. Church states, in the concluding paragraph but one of his letter, that since the 21st ultimo 900 bales of cotton per diem have been brought from Cuddapah, being an increase of 50 per cent. upon the quantity carried at the time Mr. Cockerell wrote.

3. I have gone very fully into the question with the Traffic Manager, and have satisfied myself that, having regard to all interests, everything is being done, that can consistently be done, to meet the difficulty.

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1. Submitted to Government, in reference to docket, dated the 24th ultimo, on a letter* from Mr. J. R. Cockerell, Acting Collector of Cuddapah.

* No. 39, 21st October 1865, herewith returned.

2. It seems from the explanation afforded by the Traffic Manager, that the Railway Company and the merchants at Madras are doing their best for the transport, and for the removal of cotton consigned to the coast.

3. It is evident that, if the merchants have no space into which they can put the cotton brought by the Railway, its removal from the Salt Cotaur Goods Station into the town of Madras must inevitably lead to the injurious results which Mr. Cockerell has shown would be the case if the cotton, which has accumulated at Cuddapah, be not soon removed.

4. The Traffic Manager states that about 900 bales of cotton are brought away from Cuddapah daily, which is about 50 per cent. in excess of the quantity carried when Mr. Cockerell wrote.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Under Secretary to Government,
In charge of the Office of the Consg. Engr. for Railways.

No. 480. ORDER THEREON, 21st November 1865, No. 3,510.

RAILWAY, No. 46.

The letter from the Agent and Manager of the Madras Railway above recorded will be communicated to the Collector of Cuddapah, with reference to his letter No. 39, dated 21st October 1865.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

W. 2900.
Communicated to the Revenue Board

25th November 1865.

To the Collector of Cuddapah.
" Revenue Department.
" Consulting Engineer for Railways. " For the Board of Revenue Commrs. Vide Proc. Dec. 27th Nov.

xd. S. T. Augustin.

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Proceedings of the Madras Govt. in the P.W.D. Vol. [illegible]

Recd 21st. & Recorded 22nd. 1865.
No. 3510

Communicating the Collr. of Cuddapah letter from the Agent & Manager of the Madras Railway on the subject of Cotton Traffic of Cuddapah.

No 485 & 486

No 908 - 25th Nov

Worcester