

(1) Number of Pages..... 14
(2) Date of repair..... 23-8-65
(3) Initials of the Referencer..... No.

MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

RR ✓ DEPARTMENT

G.O. No.	20	<u>Press</u>
B.P. No.		Mis.
Dated	17. 5.	18/2 196 .

Not to be folded or roughly handled

No. 233. Read the following En Department, dated
Fort St. Georg April 1872.

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

Read the following papers:—

From the Acting Collector of the Kistna District, to the Secretary to the Board
of Revenue, dated Masulipatam, 5th January 1872, No. 223.

I HAVE the honour to submit the following report, with reference to Proceed-
ings 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
Yepurpalem	3,69,427	8,78,738
Motupalle	62,631	74,110
	13,14,539	21,92,254

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

	Exports.	Imports.
Penumudi... ..	2,325	2,034
Murutota	7,728	800
Bodduvonipalem	1,528	...
Gungadipalem	3,512	3,282
	15,093	6,166

Giving a total yearly average of exports from these ports of a value of Rupees
21,98,420, and imports amounting to Rupees 13,29,880.

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 Cherela 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 Cherela 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, which traffic is carried by 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 the primary is impassable for wheeled traffic, except in very fine weather, and not impassable for man or beast, laden or unladen, in wet.

6. To ascertain accurately the 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 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 Kistna District to and from Madras from Fasil 1276 to 1280.

Fasils.	MASULIPATAM.		NIZAMPATAM.		KOTTAFALEM.		PENUMUDY.		MORUTOLA.		BODDIVONIPALEM.		GUNGADIPALEM.		YEPUPALEM.		MOTUPALEM.	
	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.
Fasil 1276	5,13,991	9,33,038	8,55,042	3,52,115	48,729	61,787	...	...	...	...	...	...	...	...	3,70,893	9,17,993	77,933	44,841
" 1277	3,46,035	9,39,892	3,13,582	67,348	54,093	50,031	...	...	...	...	...	...	...	...	3,33,776	9,34,742	62,114	70,000
" 1278	5,04,300	...	9,09,500	3,27,500	37,438	14,146	2,325	1,600	4,926	...	1,446	...	1,039	...	5,33	...	...	...
" 1279	2,79,330	11,23,866	2,63,714	1,08,163	12,145	10,533	...	2,579	1,292	...	1,616	...	6,398	3,232	3,49,27	8,19,926	53,107	...
" 1280	4,26,663	13,01,807	1,35,676	65,170	19,220	17,988	...	...	16,966	800	...	...	3,588	...	2,59,006	7,47,829	47,638	76,867
Total	21,66,907	52,24,396	20,83,878	8,20,208	1,61,615	1,52,487	2,325	4,169	23,184	800	3,016	...	10,588	3,232	13,47,137	43,93,690	2,13,169	3,70,582
Average	4,33,381	10,44,879	4,16,775	1,64,040	33,333	30,437	2,325	2,084	7,728	800	1,536	...	3,512	3,232	3,09,427	8,78,738	62,631	74,110

MASULIPATAM,

(Signed) J. C. HANNINGTON,

Acting Collector.

25th January 1872.

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

Imports.	—	Total.	Exports.	—	Total.
	Rs.	Rs.		Rs.	Rs.
Cherala Village.					
Cotton thread boxes, unbleached long cloths, Ex- rope 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	
Betel-nuts, jaggery, tamarind fruit, tobacco, gun Arabic, and other goods brought by carts, bullock loads, and cavadies from Guntoor ...	12,000				
Paddy brought on carts from the neighbouring villages	40,000				
Chayroot brought on bandies from Bapatla ...	500	3,08,500			
Perala Village.					
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, turme- ric, etc., brought by bullock loads and cavadies from Ougole	2,000		Goods sent by cavadies, bullock and head loads to Bezawada, Palnad, Dupatisama, Masulipatam, Bhadradu, and other places	48,000	
Tobacco, gum Arabic, coconut kernel, jaggery, and tamarind fruit brought on bandies and bullock loads from Guntoor	2,500	74,500	Lamp-oil sent in dubbers by cavadies to Bapatla, Cherala, and Vadaraon	15,000	1,15,000
Ipurupalem Village.					
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	40,000

Including Nagaynipalle, Ravurpeta,
and Anumilli.

... n bandies from Madras ...	48,000		Handkerchieves and women's cloths sent on bandies to Madras	50,000	
... cavadies and head-loads ...	12,000		Do. sent on bandies and cavadies to Cuddapah, Kurnool, and other places	50,000	
... jaggery, and tobacco ... from Guntoor	12,000		Indigo sent on bandies to Madras	8,000	1,08,000
... from neighbouring	40,000	1,12,000			
			Indigo sent on bandies to Madras, Prodduturu, and other places	2,00,000	
			Chayroot sent on bandies to Konetammipeta, Obalamipeta, and thereabouts	8,000	
			From Bapatla to Madras and Obalamipeta ...		
			Spontaneous and sown chayroot sent on bandies to Madras and Obalamipeta	13,000	
			Indigo sent on bandies to Madras	10,000	2,08,000

Total Imports... .. 5,39,000

Total Exports... ..

MASULIPATAM,
25th January 1872.

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

and exports 5,14,646 Rupees, and the
ent :—

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

part of the inquiry as to how much of the
the proposed inland water-way, and I wish
the case of the sea-borne trade. In truth, I
answer at all. There are so many surrounding
question, that I think it is almost impossible
There are no returns available by which we
even were such available, I think with
in the first paragraph of his letter to you,
under a variety of unknown conditions and
traffic would be diverted from the existing

rate of the traffic on our main roads, I
 fully and correctly done by posting Enumer-
 ations for at least two
 months will be a sufficiently long period,
 and will thus be greater or less, and furnish
 Two years is even too little, and if there
 is taking for three years.

as convenient, and by stationing Enumerators at the principal points of the whole traffic of the district :—

and the Great Northern road, an Enumer-
is situated will be able to take all the traffic
aving the town for those directions.
go where bandies enter it.

2nd.—At Kotapatnam, on the west side of the vi

to the Proceeding
have the honour to submit
Collector, and Mr. Plunkett, my
consulted on the subject. Mr.
information in respect to the sea-
Board will observe, is encompass
I have really nothing to add to
suggestion that if there is no ab
years would be better than for a sho

From the Officiating Sub-Collector, to the

With reference to Proceedings of the
Memorandum thereon, No. 2,279, dated 1
any specific method of calculating the ex
proportion of it which would probably be
borne traffic can no doubt be easily arrived
cannot think of any means by which the
Enumerators in convenient localities for a p
should not regard as entirely satisfactory.
exist would be transferred to a canal, I b
deal with most doubtful quantities under a
question is one that can be argued only in a
the population, the fertility of the country,
sufficiency of existing means of communicati
be enquired what has taken place under co
are the features of the country for 100 or
the country between Nellore and Madras?
of the through traffic to and from Madra
north so dissimilar that a diversion of t
have no accurate knowledge of the stat
is that the canal carries little but wood
trade in the north, while the salt trade is
not be affected by a canal. Is rice largely
are the conditions in the Kistna District
the canal and then the cost of the long cr
have we to suppose that the Guntoor co
shipped to Europe from the comparative

2. I believe that it is an axiom
not the through but the local traffic that
referred to in the Board's Proceedings, t
innumerable petty quantities. In a case in w
ment of goods by canal-boat, the same quan
and sent for varying distances, would prob
all respects most conveniently by bandies
is stated that "the bandy traffic is insig

434.
d, dated 25th October last, No. 4,497,
Mr. Hughesdon, the Acting Sub-
large of the Salt Department, whom I
letter contains full and accurate
The gauging of the land traffic, the
erable uncertainty and difficulty, and
ett's proposal, except to support his
enumeration of the traffic for three

o. 1.

Nellore, dated Ongole, 8th January 1872,

4,497, dated 25th October last, and your
er, I have to regret my inability to suggest
unt of traffic along the coast line, and the
o an inland water-way. The amount of sea-
mately from the Sea Customs Returns, but I
lic can be calculated better than by posting
least twelve months, and even this method I
mate how much of the traffic thus found to
a simply impossible, for we should have to
unknown conditions. I submit that the
from such general facts, as the number
is for its staple products, the state and
ese general data arrived at, it should then
arly as possible similar. For instance,
th of Nellore at all similar to those of
uth of Nellore carry any large portion
ffic? are circumstances in the
neless be looked for? I
ffic, but my impression
nk, no extensive wood
inwards, and would
to Madras? If not,
being carried to

cooler. Does this in
bandy-load can seldom be got toget
bear the cost of conveyance from the
canal to the buter and consu
these three or And even wher
of this frequent "breaking bulk," it

* Nizampatam, Bapatla, etc.

3. In stating the above considera
or not a canal "would pay." I am only
far wider scope than the mere collection of

4. Statistics would no doubt be of son
relatively little use, except as a preliminary
nous circumstances and conditions. Th
preparation of the figures is Mr. Plunkett,
The particulars of sea-borne traffic he wou
constant journeys up and down the trunk
doubt enable him to give a general view of
be unable to furnish anything like appro
to suggest how they could be arrived a
Mr. Plunkett would be able to select the

5. I return the enclosures sent with I

ENC

From the Deputy-Collector in charge of
Krishnapatnam

I HAVE the honour to acknowledge

1. Board's Proceedings, No. 4,497, dated 25th October 1871.
2. Government Order, Revenue Department, No. 1,753, dated 6th October 1871. Two copies.
3. Government Order, Public Works Department, dated 20th September 1871.
4. Officiating Sub-Collector's letter to Collector, dated 8th January 1872.

(All herewith returned.)

Public Works Department, 20th September
Department, 6th October 1871, No. 1,753,
waters with each other and with Madras by

2. I received the above papers on the
reply, I regret that travelling and attentio
should have delayed my answer these four

3. Prior to the despatch of the above
single copy of the Government Order, 6th
your instructions of the 31st October, No.
information in my power on the subject o
instructions, I had tabulated from the S

* Facilities 1278, 1279, and 1280.—A. D. 1868-69, 1869-70, and 1870-71.

on the other, and the intermediate trade bet

on so much a scale that even a
Would petty traffic of this kind
ng the canal; and again from the
iginal single journey be cheaper than
r quantities, could they stand the cost
t local traffic is that which is particu-
n of in the Board's Proceedings, and
ances between the places* mentioned
atively insignificant.

to express any opinion as to whether
plain my view that the question is of

ve endeavoured to point out, of compa-
nnexion with a multitude of heteroge-
ink, might be best entrusted with the
stor in charge of Salt and Sea Customs.
e records of his own department; his
ng experience in the district would no
so, and even in cases in which he might
he would probably be very competent
if actual enumeration be resorted to,
stations.
lings.

ment, to the Collector of Nellore, dated
1872, No. 19.

Mr docket, No. 134, dated 22nd January
forwarding, for report by me, the papers
n the margin on the subject of the best
of obtaining reliable estimates of the
sea-borne or carried on the common
which might be transferred to an inland
ay in the event of the proposal discuss-
be papers recorded in Government Order,
396, and Government Order, Revenue
Nizampatam and Kristnapatam back-
given effect to.

th, and although you call for an early
regular duties of the Salt Department

however, you had already sent to me a
No. 1,753, Revenue Department, with
ed thereon, for me to get together all the
ament Order, and in reference to those
urns in my office, the sea-borne trade for
st three* years of the ports of our district
Nizampatam and the ports to the south
the Kistna on the one side, with Madras
is of our district themselves.

3rd.—On the Trunk Road at

4th.—On the north bank of Nellore from the north and west. many bandies, to avoid the toll, str over the anicut.

5th.—At the Municipal Toll-houses

6th.—At the Toll-house near the D tam road. This would take the traffic into

7th.—At the Toll-house on the Gang Nellore on that road from and to the port

8th.—Near the Collector's Bungalow Delta villages east of Nellore, to this po

9th.—On the Trunk Road at Guduru will take all the traffic that finds its way lakuru and Rapuru and Saidapuru roads

10th.—Near the Travellers' Bunge the country east of Guduru near Kota, a canal.

11th.—At Naidupett. We will her

12th.—On the Trunk Road near the find rather an extensive traffic from the s known as Tada Port on the Pulicat lake

THESE letters will be submitted Order, 6th October 1871, No. 1,75

2. The question is what amo between Kistnapatam in Nellore a

3. The average imports and at Rupees 35,28,050. The land and Madras and the local traffic a viâ Bezwada to Cocanada, but if th to Nizampatam, there being a good canal is extended northwards it wil land towards Vizagapatam, the free culties of transit by land are so travellers and traders.

4. The sea-borne trade betw Rupees 11,15,548. During five n which carry this traffic cannot vent to frame an estimate of the road tra

5. In both districts it will be few years if the land traffic is to be

6. The calculation of this de. ble to guess how much of that now

tment of Public Works Store-shed.

his would take all the traffic enter the Enumerator on the north bank, beca ed of the river for Nabobpett without g

th of Nellore.

nt Public Works Store-yard on the Kistna of Nellore on this line.

oad. This will take the traffic into and ou aud.

apatnam. This will take the traffic from

Department Public Works Store-shed. vest of the district by the Somasilla and Po canal at Dugarazupatnam.

garazupatnam. This will take the traffic f he Guduru and Dugarazupatnam road to

traffic from Kalastri and Tripetty.

t Cutcherry at Bodilingampaud. We will ports of the Vencatagiri Zemindari by wh ras.

vernment, with reference to Govern

traffic would be carried from a canal n mpatam in the Kistna District.

by sea from Kistna to Madras are val between the villages near Nizampa considerable. Guntoor cotton now pposed canal be made it will be attrac between Guntoor and Bapatla. If a great deal of traffic which now goe er canals being often closed. The c hat the canal would be a great bo

nellore ports and Madras is estimated of the year the small coasting ves put to sea. The local officers are une

ecessary to carry on special inquiries fo tained.

on of traffic is difficult, and it is imposi sting would be diverted to a canal. Th

anal would create a traffic o certain, is a question of time.

7. The Board are satisfied from information before them that the prop to the country, and it would eventua They think it unnecessary to inve systematic way proposed by the Coll

Proceedings of the Board of Re From the Acting Collector of South Revenue, dated Mangr

With reference to the Board's I No. 4,497, I have the honour to state th from our Customs returns the amount e district and the southern ports, and bi Owing to our numerous harbours suffi think that during the fair weather mu would be transferred to the canal, but a soon as a canal is opened, and an easy at the south, the merchants will send prod season and during the rains. Some of will also be sent by the canal during therefore, of the sea-borne traffic likely have to be given to the greater facilit the sea, and we should calculate on b transferred to the canal at all events at f considerable, especially between Mangr and Hosdrug, at the head of the preser estimate of the amount of such traffic w the probable amount of surplus produce which the produce is usually sent. A to can, I think, be prepared by local inquiry at the different ferries to note the traff would, however, I think, prove to be far doubt that as soon as the canal is opened incalculable benefit to the inhabitants o means of communication except the coast scarcely ever used by bullocks.

SUBMITTED to Government with refer October 1871, No. 1,753.

2. The Board have expressed their Coast Canal in their Proceedings of the

es, and its success, however

edge of the country and ould be of immense advan in a financial point of v ant of the land traffic in e.

th March 1872, No. 498.

he Secretary to the Board of 1872, No. 306.

dated the 25th October last, be no difficulty in ascertaining present sea-borne between this different ports of this district. ssible to native craft I do not sh has hitherto been sea-borne, time there is no doubt that as soon route thereby opened to route at the end of the trading traffic between adjacent ports on. In framing an estimate, red to the canal, regard would uring the trading season by ortion, say one-twelfth, being lage traffic would, however, be datur, and between Kasergod unication. An approximate be prepared with reference to villages, and to the places to urate estimate of such traffic ges, and by stationing persons he rivers. The actual traffic the estimate, for there is no traffic for itself, and will be of lages, who have at present no is impassable for bandies and

overnment Order, dated 6th

regard to the proposed West 1872, No. 282.

ORDERED to be transferred to
Proceedings in that Department,

Works Department, with reference to
in September 1871, No. 2,396.

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

No. 235.

ORDER THEREOF 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 to 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.

(This is Extract.)

 Colonel, R.E.,
Officiating Secretary to Government.

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

Exd. S. T. Augustin.

13th Board of Revenue, 22 May 1872

Dated May 14th,

Recd. a 16th

Encl.

G. O., 14th May 1872, No. 1,225.

MAY

Nos. 233-235

Canals.—Passing orders or Proceedings of the Board of Revenue furnishing information relative to the traffic on the canals between the Kistna and Bellare Districts and Madras.

#90.

Comd to the H. of the.

17th May 1872