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# PORT OF KURRACHEE,

DEPTH OF WATER,

AND

## C O M M E R C E ,

FOR THE OFFICIAL YEAR 1856-57,

WITH

MAP OF COMPARATIVE DISTANCES.

BY

### W. P. A N D R E W ,

CHAIRMAN OF THE SOINDE AND PUNJAUB RAILWAYS, &c., &c., &c.

---

"Of the harbour of Kurrachee I have always had the highest opinion,"—*Str Henry Pottinger.*

"It can hardly be doubted that Kurrachee is destined to be the great arsenal of the Punjaub and North-Western India—perhaps the emporium, and even the real capital of British India.—*Sir Justin Sheik.*"

---

LONDON :

WM. H. ALLEN & Co., 7, LEADENHALL STREET.

1857.



*From the "LAHORE CHRONICLE," August, 1857.*

**RAILWAYS FOR INDIA.**—Now is the time to impress upon the Government the vital importance of establishing a net work of Railways in this country (India.)

The absolute necessity of establishing rapid communications, has been amply proved by the present crisis. Even with forced marches, troops take 24 days to get over the distance they would be carried by rail in 12 or 18 hours !!

On economical grounds alone, the Railway ought to be extended and ramified without delay and regardless of the immediate outlay. This may seem a paradox, but we will explain. Ten thousand men with a rail to travel by, are fully equal in this country to thirty thousand with the existing means of conveyance, and the cost of the difference, viz., 20,000 European troops is a matter of pounds, shillings, and pence, that we leave for financiers to calculate.

What a glorious thing it would have been, had the Euphrates Valley Railway and the Scinde and Punjaub Railway been accomplished facts at the time of the present insurrection. How it would have "astonished the Natives" to have seen a gallant British Army landed at Lahore, within a month of the outbreak taking place! and yet such a thing would have been possible, supposing the Electric Telegraph to have been also completed so as to establish an electric messenger between the Indus and the Thames.

But we are a people of slow perception in spite of all that may be said of our superiority. It is only when we are severely punished, that we awaken from our lethargy.

The British Lion, terrible when once aroused, requires a good shaking before he can be awakened, but once up, his vigour is as great as ever. At present, however, months must elapse ere the punishment can be dealt out.

Prompt chastisement carries terror and fear with it, and unhinges the plans of the conspirators, whereas, delay in punishing the guilty, gives them confidence and adds to their strength.

Let us hope that one of the good things to result out of this great evil, may be RAILWAY AND STEAM COMMUNICATION ON A LIBERAL SCALE.

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*From the "SIND KOSID," of September 8th, 1857.*

On Saturday last, several nautical gentlemen had an opportunity of witnessing a complete and satisfactory corroboration of Mr. Warren's opinions, and we feel it our duty to lay the matter before the public.

The sea on that day had little or no swell on, and the wind was moderate. About 10 A.M. the *Hugh Lindsay* steamed out of harbour with the ship *London* in tow. The lead was kept going on board the steamer during the whole of the trip out, and there never was less than 26 feet of water found on the bar, whilst the signal at Munora only gave at first 21 feet! and subsequently 22 feet. The *Hugh Lindsay* took the eastern channel going out and the western one coming in, and in both the depth of water was nearly the same. There were on board the steamer several commanders of merchant vessels, who declared that they had noticed the same discrepancy between the Munora signals and the lead as was apparent on this occasion.

From J. NEVILLE WARREN, Esq., Agent to the  
Scinde Railway Company, to W. P. ANDREW,  
Esq., Chairman Scinde Railway Company.

(EXTRACT.)

KURRACHEE,

28th September, 1857.

I think it is right to state that your publication of an extract from one of my letters, respecting the depth of water on the bar, has excited attention again to that subject. A few days after that extract was seen, several merchant captains went on board the "Hugh Lindsay," while towing a ship out, and they never had soundings less than 26 feet. And Captain Darke, of the "Hugh Lindsay," holds and expresses a very strong opinion, that it is impossible to find any high tide throughout the year when soundings would be less than 26 feet in the main channel. It has certainly been very gratifying within the last fortnight to see the "Ajdaha," H. E. I. C. steam frigate come in and moor at Keamaree (the landing place in Kurrachee harbour). The "England," also one of the Lindsay line of Calcutta steam ships, came in on Friday last with part of the 4th regiment on board, and steamed direct up to Keamaree.

(Signed) J. NEVILLE WARREN,

*Agent in India.*

W. P. ANDREW, Esq.,

&c.      &c.      &c.

## CHAPTER I.

### KURRACHEE.

HARBOUR AND PORT OF KURRACHEE.—DEPTH OF WATER ON BAR, AND TONNAGE OF SHIPS.—VALUE OF SEA-BORNE TRADE OF SCINDE.—KURRACHEE, THE EUROPEAN PORT OF INDIA.—THE GATE OF CENTRAL ASIA.

A good port, capable of admitting ships of large burden, and at all hours and seasons, is indispensable to the success of the combined system of rail and river for the valley of the Indus, intended to be carried out by the Scinde and Punjaub Railways, in conjunction with the Indus Flotilla. Such an harbour is to be found in Kurrachee, the most western port of India, and the only land-locked harbour between Bombay and the Persian Gulf. This port is perfectly safe, and easy of access to large ships by day and night, and even during the monsoons. According to Commodore Young, of the Indian navy, who in 1854 took the steam frigate *Queen* twice into Kurrachee in the night time, during the south-west monsoon, though a bar-harbour, Kurrachee has depth of water, even in its existing state, for ships of from 17 to 18 feet draught at the high water of ordinary tides. At high spring tides the depth is from 20 to 21 feet, and at times even to 22½ feet. In this view, Commodore Young is confirmed by Commodore Rennie, of the Indian navy, who, during the preparations for the late expedition to the Persian Gulf, was constantly in and out of the harbour with troops, and became convinced that there was frequently more water on the bar than the port-register

showed. As a proof of this, it may be stated that the *Bus-sorah Merchant*, a large vessel drawing 20 ft. 6 in., passed the bar in May last, when the register showed only 21 ft. water. All that such a port requires to make it perfect, is a good pilot establishment and a steam-dredge, both of which measures have already been provided by the East India Company. The list of large ships that passed into the harbour, in 1855 alone, will be found below.\*

\* During the year 1855 the following ships, among others, entered the harbour of Kurrachee :—

|           | From London. | Tons. | Draught.       |
|-----------|--------------|-------|----------------|
| Dec. 1,   | Marion,      | 684,  | 18 ft. 6 in.   |
| Nov. 23,  | Norwood,     | 850,  | 15 ft. 0 in.   |
| Oct. 19,  | El Dorado,   | 841,  | 21 ft. 0 in.   |
| Sept. 24, | James Gibb,  | 813,  | 21 ft. 6 in.   |
| Aug. 12,  | Marmion,     | 388,  | 16 ft. 3 in.   |
| „ 6,      | Kenilworth,  | 582,  | 16 ft. 6 in.   |
| July 30,  | Granger,     | 878,  | 19 ft. 6 in.   |
| „ „       | Sir James,   | 646,  |                |
| „ 26,     | Alex. Wise,  | 295,  | 15 ft. 0 in.   |
| „ 2,      | Saxon,       | 526,  | 15 ft. 2 in.   |
| „ „       | Tamar,       | 556,  | 17 ft. 10 in.  |
| June 30,  | Semiramis,   |       | large steamer. |
| „ 14,     | Agamemnon,   | 756,  | 16 ft. 3 in.   |

I am indebted to Captain Balfour, I. N., for the following valuable information respecting the capabilities of Kurrachee harbour:—

14, ST. JAMES' SQUARE,

1st August, 1857.

MY DEAR SIR,

Since I had the pleasure of speaking with you on the subject of Kurrachee harbour, I have met a gentleman thoroughly acquainted with the subject, and one whose opinion is entitled to the fullest weight,—I refer to Commodore Young, I.N., whose name may be known to you as having commanded at the capture of Mohummerah.

Captain Young, when in command of the *Queen* steam frigate, took that vessel twice (in 1854) into Kurrachee harbour in the

Lieut.-Colonel, (now Brigadier-General.) Jacob, C.B.,  
 Officiating Commissioner, reports, under date the 30th

middle of the night, during the height of the south-west monsoon,—a feat which speaks for itself.

He is decidedly of opinion that it may be entered at night throughout the year, provided that lights are displayed on the buoys indicating the channel. And he would have no hesitation in taking in vessels of a much larger draught than the *Queen*.

In the existing state of the bar, he considers that vessels of from 17 to 18 feet draught may cross it at high water ordinary tides, and of 20 to 21 feet at high water springs: 22½ feet draught is his extreme point. And a ship requiring more than that depth would rarely be taken in by an *amateur* pilot, except on a great emergency, or on an extraordinary high tide during the fine weather season.

With reference, however, to this point, it occurs to me to mention that according to the latest official reports I have met with on the state of the Hooghly, the greatest draught at which even a *steamer* could with safety, and at all seasons, proceed to Calcutta, taking advantage of the springs, is 22½ to 23 feet, and that 24 feet is there the extreme draught, requiring a concurrence of very favourable circumstances.

Captain Young concurs with me in thinking that the first, and by far the most important requirement for Kurrachce harbour, is an efficient pilot establishment. This question came under his cognizance when recently master-attendant at Bombay; and he tells me that a proposal, similar to that I mentioned the other day, viz.,—to select one of the best of the Bombay pilots and send him up with a boat of the most approved form—had, or shortly would receive the sanction of the Bombay Government, and be carried out. The pilot so selected is Mr. Brown, and the salary allotted to him is about the same as that of the seniors of the Bombay pilots, 250 rupees per mensem. With reference to this, it is to be noted, that the Bombay pilots derive very trifling emoluments from gratuities,—the practice is in fact prohibited; but I doubt the wisdom of extending this rule to a new harbour, and above all to a bar-harbour, when a pilot, without inducement to exert himself, can often plead “scant water” or high swell, as an obstacle to running in.

Captain Young informs me, that when he left Bombay in May last, the steam dredges for the bar were nearly ready for launching.

April, 1856, that, during the year 1854-5, 1,086 vessels of the burden of 56,695 tons entered the ports of Scinde inwards; 39 of which, including steamers, were square-rigged, of a burden of 13,841 tons. The number that cleared outwards was 1,103 vessels, burden 58,194 tons, including square-rigged ships and steamers.

The increase of the import and export trade is still continuing, especially in the exports of the staple products of the valley. The steadiness of the rate of increase is not less remarkable than its large amount, as the following tables show :—

| Year    | Imports. | Exports. | Total.      |
|---------|----------|----------|-------------|
|         | £        | £        | £           |
| 1843-4  | 121,150  | 1,010    | 122,160     |
| 1844-5  | 217,700  | 9,300    | 227,000     |
| 1845-6  | 312,900  | 40,500   | 353,400     |
| 1846-7  | 293,400  | 49,300   | 342,700     |
| 1847-8  | 287,872  | 154,730  | 442,600     |
| 1848-9  | 344,715  | 107,133  | 451,849     |
| 1849-50 | 419,352  | 114,378  | 533,731     |
| 1850-51 | 425,831  | 196,461  | 622,293     |
| 1851-52 | 489,220  | 244,122  | 733,343     |
| 1852-53 | 535,690  | 376,337  | 900,000     |
| 1853-54 | —        | —        | 900,000 *   |
| 1854-55 | 604,000  | 629,000  | 1,233,000   |
| 1855-56 | 628,913  | 604,440  | 1,233,353 † |
| 1856-57 | 685,665  | 734,522  | 1,420,187   |

He anticipates the most favourable results when they are set to work, and has no doubt, that with their aid and with an efficient pilotage, the harbour will be practicable throughout the year for the largest class of merchant ships.

Believe me, &c., &c.,

W. P. ANDREW, Esq., &c., &c.

(Signed) W. BALFOUR.

P.S. The above statements are made on the supposition, that efficient steam-tug power is available to tow-in sailing ships.

\* I have not exact returns of the total value of the Sea Trade for 1853-54.

† This return is for eleven months only.

## VALUE OF STAPLE EXPORTS.

|                                  | 1847-8. | 1851-52. | 1852-53. | Increase per cent. in 5 years. |
|----------------------------------|---------|----------|----------|--------------------------------|
|                                  | £       | £        | £        |                                |
| Wool . . . .                     | 18,159  | 75,716   | 160,000  | 800                            |
| Indigo . . . .                   | 2,825   | 21,595   | 24,000   | 750                            |
| Saltpetre . . . .                | 8       | 4,323    | 9,600    | 12,000                         |
| Ghee . . . .                     | 726     | 9,616    | 18,300   | 2,400                          |
| Piece Goods }<br>Silk & Cotton } | 1,288   | 3,921    | 4,750    | 280                            |

Every increase in facility and safety of transport will give fresh impulse to all native products. The export of cotton, silk, wool, corn, oil-seeds, saltpetre,\* and indigo, madder, and other dye stuffs, is capable of almost indefinite extension.

Col. Jacob, Acting Commissioner in Scinde, in April 1856, reported to Government that the total export trade of the province, during the year 1855-6, was 50 per cent. in excess of the previous year; that the increase was most remarkable in oil-seeds and wool: in the former it was 900 per cent. and in the latter 60 per cent. increase. Col. Jacob further observes "The quantity and value of articles suitable for British consumption exported *via* Bombay to the English market, are estimated at 18,000 tons of produce, worth in

\* The following shows the growth of the saltpetre export trade from Scinde:—

|         |        |        |
|---------|--------|--------|
| 1847-48 | Maunds | 33     |
| 48-49   | "      | 0      |
| 49-50   | "      | 426    |
| 50-51   | "      | 6,052  |
| 51-52   | Cwt.   | 6,822  |
| 52-53   | "      | 13,949 |
| 53-54   | "      | 25,066 |

round numbers £38,000; and if to this be added some 15,000 tons of flax and oil-seeds, which will probably be received from the northward, there will be a total of not less than 35,000 tons of produce, being a value of £500,000, available for export from this province during the next year adapted to British consumption.” \*

Besides the European and native troops, European travellers and native traders will, it is believed, largely avail themselves of the Indus Valley line of transit, when relieved of the obstructions of the Delta.

From the large number of passengers proceeding from the Punjaub and Upper India to Europe, and *vice versa*, there can be little doubt but that a direct steam communication will soon be established between Kurrachee, and Aden and Suez—this route being actually the shortest, at present, and until the opening of that by the Valley of the Euphrates, while it is the safest from the prevailing direction of the periodical winds.

The pilgrims from the countries on our North-west Border *en route* to Mecca, and other holy cities, would supply traffic to the railway and steam flotilla, and increase the intercourse already established between Kurrachee and the ports of the Persian Gulf.

“From the Sutlej to the Oxus, whoever wishes to communicate with any place beyond the sea, must pass through Kurrachee. It occupies a position scarcely less favourable to commerce than that of Alexandria.”

The port is protected from the sea and bad weather by Munorah, a bluff rocky headland, projecting south-east-

\* Vide Appendix to the Reports of Col. Jacob, and of Mr. Dalzell, Collector of Customs, regarding the trade of the province during the year 1855-6.

ward from the mainland, and leaving a space of about two miles between the extreme point and the coast to the east.

The harbour is spacious, extending about five miles northward from Munorah Point, and about the same distance from the town, on the eastern shore, to the extreme western point.

“Kurrachee,” says Thornton, “is a position of very great importance, whether regarded in a commercial, a political, or a military point of view. In a commercial point of view, it may be defined the gate of central Asia, and is likely to become to India what Liverpool is to England.” “It has been officially reported that accommodation exists for the reception within the harbour, at the same time, of twenty ships of 800 tons (and any number of smaller craft). The climate of Kurrachee is cool in proportion to its latitude; and under British auspices, the town must speedily become a most important place.” Lat.  $24^{\circ} 51''$ , long.  $67^{\circ} 2''$ .\*

Its value was manifested and tested during the recent campaigns on the Sutlej, during which it became the grand depot whence our field forces were supplied with all the munitions of war. Thousands upon thousands of tons of military stores were imported into its harbour. The population of Kurrachee is about 30,000, and is rapidly increasing; and boats, as well as labour, in the harbour are abundant and cheap.

Kurrachee, then, is not only the natural port of Scinde, but also of the Punjaub and central Asia; and the Scinde Railway, which connects it with permanently deep water in the Indus at Hydrabad, is only the first link in that chain of improved communication which must at no distant period

\* Thornton's Gazetteer.

connect Peshawur, on the borders of Affghanistan, with the sea.

The whole subject of improving the port of Kurrachee was referred by the Court of Directors to Mr. J. Walker, F.R.S., the eminent harbour-engineer, to whom detailed surveys, taken by Lieut. Grieve of the Indian navy for this express purpose, were submitted. Mr. Walker has officially reported to the Court his opinion in these words :—"It is satisfactory to me to be able to state, at the outset, that I think the objects which the Court of Directors have in view—namely, the deepening or even entire removal of the bar, and the general improvement of the harbour of Kurrachee—are not of doubtful execution ; but that, on the contrary, there is good reason to expect, through the application of proper means, the accomplishment of both—and this at a moderate expense, when compared with what I understand to be the almost national importance of a safe harbour at Kurrachee, capable of receiving and accommodating sea-going vessels of large tonnage ;" and "that Kurrachee is capable of being made an excellent harbour, and that there are no very great engineering or other physical difficulties to contend with in making it such."\* The Court of Directors have sent out an experienced harbour engineer to assist in carrying out the plans of Mr. Walker.

To that able and excellent officer, Captain C. D. Campbell, I.N., belongs the credit of having been the first to take in on his own responsibility a large armed steamer into the harbour of Kurrachee.

\* Report on Kurrachee Harbour by James Walker, LL.D , F.R.S , L. and E. 1857.

“Colonel Turner,” said Mr. Frere at a public meeting at Kurrachee, “instituted a series of very careful experiments by boring, and showed most conclusively that there was not a particle of rock anywhere on the bar; that the whole was composed, to considerable depth, of soft sand. The establishment of this fact of course removed one principal ground of the fear which mariners before had—of approaching or touching on the bar.

“But the principal share of the credit of practically proving the absence of any danger in entering the port, was due to Lieut. Leeds, the port officer, who with great skill and judgment, and on his own responsibility, piloted in ships of considerable burthen, and had practically shown that this might be safely done, even without any aid from steamers. The result was, that during the monsoon just closed, four large steamers from Bombay and Aden, and eight sailing vessels of from 300 to 878 tons, had come in and gone out, and with one exception, it had never been found necessary to wait even a single day for any particular tide. And it must be further remembered, that each of these eight sailing vessels was towed in and towed out of the harbour by a steamer (the *Victoria*), which, no later than last year, was employed in conveying passengers at the most crowded season between Bombay and Suez.

*“Facts like these prove beyond a possibility of doubt, that there was no difficulty whatever in getting vessels, even of a considerable size, into and out of Kurrachee harbour during the south-west monsoon, the most unfavourable period of the year.”*

Brigadier Parr, commanding at Kurrachee, stated, on the occasion before referred to, that, “by the facilities for rapid communication with Suez and Mooltan, which were glanced

at in the Report, and which the statements they had heard showed to be strictly within the limits of what was possible, and he hoped practical at no distant date, it would positively take less time to move a brigade from Southampton to the Punjaub, than it would at present take to move the Kurrachee brigade from this camp to Mooltan ; in other words, *you might have Southampton, instead of Kurrachee, the base of your operations for any campaigns in the Punjaub, or any countries beyond it.* This facility appeared to him, as a military man, to afford advantages so enormous, that he was sure the meeting would excuse his dilating on the other aspects of the scheme."

To be the nearest point to Europe of all our Indian possessions, is important in many points of view, but more especially with reference to "the Euphrates Valley route," and every remark relative to the direct communication of Kurrachee with Suez is equally, if not more applicable to that with Bussorah, as materially reducing the sea voyage from India. The electric wire will soon connect Kurrachee with the Punjaub ; and when the proposed telegraph communication is established with Europe, whether it be by the Persian Gulf or the Red Sea, or as it ought to be, by both routes, the advantage will be great, of being the medium of disseminating the political and commercial intelligence of Europe to the most distant parts of our Indian possessions, and giving in exchange the most recent events in India and Central Asia. Hitherto beyond the pale of the electric chain that spans the empire, Kurrachee is destined, ere long, to become the chief seat of the telegraph in India.

## CHAPTER II.

### KURRACHEE

IN CONNECTION WITH IMPROVED MEANS OF INTERNAL COMMUNICATION.—OPINION OF SIR HENRY POTTINGER.—OF DEPUTY-COLLECTOR OF PORT.—OF MR. FRERE.—TRAFFIC BETWEEN PORT AND TOWN.—TRADE OF KURRACHEE FOR 1856-57.

ON the formation of the Scinde Railway Company early in 1855, Sir Henry Pottinger addressed the Chairman a letter, from which the following is an extract:—"From my long and intimate acquaintance with the province of Scinde, I most entirely and cordially concur in all that has been advanced in support of the proposed scheme, and I trust that early sanction will be obtained from the East India Company, to its being carried out, on the same terms that have been accorded to other railways in India.

"To the intended line of railway, over which I have travelled frequently, I am not aware of a single objection that can be urged, and of the Harbour of Kurrachee I have always had the highest opinion. I went there with a mission in 1809, in the cruiser "Prince of Wales," and the "Maria," country ship. These vessels entered the Harbour with perfect facility, and lay inside for above a month, when they were sent back to Bombay, owing to its being determined that the mission should return to India, through Kutch. This was in the height of the south-west monsoon, and demonstrated at that early period, the

capabilities of the Port. I mention this fact, as I see it is not alluded to in the papers you have been so good as to send to me. I had a very complete journal of all the events and circumstances attending the first mission to Scinde in 1809, in which the dangers and difficulties of the navigation of the lower Delta of the Indus, were fully described, and exactly tallied with what have now been brought forward. My journal and all my notes and papers were destroyed, on the breaking out of the war in 1818, when the residency at Poonah was burned by the Mahratta army.

“What I now state may be so far satisfactory, perhaps, to the Directors, as showing the views which were early forced on me, with regard to the important question now under discussion.”\*

Mr. Macleod, the late Deputy Collector of Customs at Kurrachee, in October, 1853, when writing to Lieutenant Chapman, the able engineer who surveyed the country from Kurrachee to Kotree, remarks:—“The Indus, though nominally open to commerce since Lord Ellenborough’s proclamation after the conquest of the country in 1843, yet was virtually sealed up to the beginning of last year, when river dues were finally abolished: we may therefore expect that the raw produce of the Punjaub and the North-west Provinces will now find its way continuously and uninterruptedly by the line of the Indus, in exchange for the manufactures of Europe — a trade which has already received considerable impetus from the establishment of the regular monthly steamer between Mooltan

\* From Lieut.-Gen. the Right Hon. Sir Henry Pottinger, Bart., G.C.B., to W. P. Andrew. Esq., Chairman of the Scinde Railway Company.

and Kurrachee. And here I must not forget to mention the important fact, that the Indus is now the highway for troops and military stores to the Punjaub and Upper India."

He further states :—" *The commerce of the port has been progressing during the past few years at the rate of 20 per cent. per annum, and there is every reason to expect a continuance of the progressive ratio. The residents in the Punjaub have shown a desire to procure their supplies by the Indus, in preference to the line of the Ganges, and in a few years their desire will in all probability be gratified to the fullest extent. An extensive Affghan trader, who has had dealings with Calcutta for years, having tried the Bombay market during the two past seasons, has given the latter the preference. Others will follow his example. These prospects of the Scinde trade lead me to believe, that by the time a railway shall be laid down, and be prepared for action, OUR COMMERCE WILL HAVE DOUBLED ITS PRESENT VALUE, AND THE PASSENGER TRAFFIC BE TEN TIMES AS MUCH AS IT IS AT PRESENT.*"

The opinions of Sir Henry Pottinger and the late meritorious Deputy Collector of the Port, as to the value and importance of Kurrachee as a harbour in connection with the Scinde Railway, are entirely confirmed by Mr. Frere, Commissioner in Scinde, who expressed himself as follows when addressing a meeting of the Proprietors of the Scinde Railway Company, on the 18th February, 1857. "It was impossible to be in error in the adoption of the two great terminal lines of the great chain between Lahore and Kurrachee, on portions of country where the river was not navigable, but upon the intervening section of navigable water, the development of the traffic by river steamers, would

enable them to arrive at a more just conclusion in determining the course which they should best take to fall in with the railway system of the country (hear, hear). Mr. Andrew had adverted to the military and political importance of the line. For his own part he (Mr. Frere) did not think it was possible to overrate that importance. They had just escaped the "war ninepence," and no doubt if the war with Persia had been destined to continue, the immense value of this undertaking, and those with which it was in connection, would have been singularly demonstrated. The practical value of the railway was to increase the available power of every ship, and of every man employed in military and naval operations. In reference to the Punjaub, the capacity of moving troops to a given point was of immense importance. If they looked at the map they would see that they had a mountainous range, between which and our possessions, the Indus formed a natural boundary; and the Company proposed to make a line along its level plains. In a military point of view the advantage would be this, that if the Khyber Pass should be closed to our forces, they could be moved with rapidity to the Bolan Pass, and in either case the enemy would be taken in flank or in the rear. In the meantime, the Euphrates Valley Railway would give them the command of the sea-board of the Persian Gulf, and not only this, but the completion of that railway would practically make Chatham nearer to any point of action in the Persian territory, than any military force which could be brought to bear upon it from Central Asia. He was quite alive to the great military and political importance of the line of the Punjaub; but if the permanent tranquillity of Central Asia was to be secured;

if the triumphs of Great Britain were to be permanent, they must be rendered so by a mutuality of interests, by the material and civilising influences of expanding commerce. The great battle of the country for the tranquillity of Central Asia must be fought at Manchester and Liverpool (hear, hear). If we would command Central Asia, that dominion must be established by opening up a ready market for their raw produce, and subjecting them by the force of their own material interests. A curious illustration of the correctness of this view of the case came under his own observation. It was that of a ruler in Candahar, an old Affghan, who had of late years shown an increasing indisposition to hostilities against us. The British authorities were induced to inquire into the reason, and it was ascertained that the principal part of the wool came from his part of the country (hear, hear). It might be that he realised from this source a yearly revenue of 70,000 rs., or, about £7000 a year, a sum which might not appear large to a manufacturer in this country, but which was to him equal to the revenues of a State, and which he wisely valued more than the irregular profits of predatory warfare. If they extended the application of this principle they would come to the conclusion that every extension of commerce added to our military strength (hear, hear). Without underrating, therefore, the military and political importance of the railway, he looked on its commercial advantages as calculated in an equal degree to strengthen and give permanence to our dominion in the East. Allusion had been made by Mr. Andrew to the extraordinary increase which had taken place in the exports and imports of the province of Scinde, and if the meeting would not think him tedious, he would read to them a few figures

which would demonstrate this in a very striking manner (hear, hear). In 1843, the imports amounted in value to £121,000, and the exports to 1,010. Total, £122,000. In 1847, the imports were of the value of £287,000, and the exports £154,000; total £441,000. In 1851, the imports were £489,000, and the exports £244,000; total, £733,000. In 1854, the imports attained the value of £629,000, the exports £604,000; total, £1,233,000 (applause). Now, in these figures there was evidence of a very substantial increase in the unaided resources of the country, although it was a great reflection upon us that we had been talking a good deal about developing the resources of the province, but as yet in truth very little had been done. But with such figures before them, it must be obvious to every one, that if fostered and developed, the increase would have been much larger. Let them imagine, for instance, such a system of transit in operation as that in which they were now engaged in maturing, and the results must have been perfectly astonishing. Within the few last days he had received the Kurrachee financial returns for the past official year, from which he would, with permission of the meeting, read a few items. The value of cotton goods, plain and coloured, twist and thread, the produce of Manchester and Glasgow, was £294,000. The import of grain amounted to the value of £32,000. This was principally wheat and other grain consumed by the army at Kurrachee. Now, this would in due time be supplied from the upper country. There was also an import of raw silk from Persia and Bokhara—Bokhara standing for the value of £28,000. Sugar also £28,000, which ought to be brought from the upper country; and, as soon as the line was open, instead of

importing sugar, it would become an article of export. Horses and drugs were exported to the value of £14,000. Indigo, which in the first year of our possession, figured in the exports to the value of £2,000 only, last year attained the value of £42,400. And this, it was to be observed, was without the aid of British capital as in Bengal, nor had the war anything to do with it. It was entirely a natural increase. The export of grain was put down at £66,000, but the whole course of the Indus from Scinde to Cashmere was a wheat producing district, and the remark of Mr. Andrew was not exaggerated, for the day would come, when with facilities of conveyance opened, Scinde would be found competing with Dantzic for the supply of grain to Mark Lane! Saltpetre was exported to the value of £21,000 which a few years ago was not exported at all. In oil seeds, the value exported was £137,000. The trade to which no limit could be assigned, was still in its infancy, but was destined to obtain a very considerable magnitude. Again, sheep's wool, which recently was not exported at all, last year was exported to the value of £221,000. The total imports and exports of the past year amounted to £1,095,000, the amount of the imports exceeding the exports only by about £20,000. He would here beg to draw attention to the fact that the principal business was now carried on through Bombay. But, by the last mail, he has learned that two firms in connection with Manchester, had settled at Kurrachee, and when the aggregate of cost in transacting such business at Bombay, was compared with the corresponding expenses of Kurrachee in carriage and transhipment, and if the trade was now profitable through Bombay, it was obvious that it must be more profitable if direct with Kurrachee!

In reference to the Punjaub, he was not personally acquainted with the district, but he was well acquainted with several gentlemen of local experience, who assured him there was a total absence of what are called engineering difficulties, and that this was the case might be judged of from the fact, that a canal of irrigation was in operation between Mooltan and Lahore without a single artificial means of elevating the water along the whole distance (hear, hear), a convincing proof of the level character of the country. The importance attached to the improvement of the harbour of Kurrachee by Mr. Andrew was exceedingly just. That gentleman had told them that the home authorities had sent out a properly qualified engineer to carry into effect Mr. Walker's suggestions, and he, (Mr. Frere), might add that he had since received letters from Colonel Turner and Captain Greene, entirely coinciding with the recommendations of Mr. Walker.”\*

I have elsewhere remarked that “Kurrachee is not only the port of the Indus and Central Asia, but, from its geographical position and other advantages, appears destined to become, if not the future metropolis of India, most certainly the second city and the European port of that empire.”†

\* Vide Report of proceedings of Meeting of Scinde Railway Company of 18th February, 1857.

† Vide Letter to Viscount Palmerston, K.G., on the Political Importance of the Euphrates Valley Railway, by W. P. Andrew.—W. H. ALLEN & Co., Leadenhall Street.

*Return of Traffic passing the Kurrachee Bunder during the Year 1856.*

| KURRACHEE BUNDER. | Carts.  | Camels. | Horses. | Donkeys or Mules. | Horned Cattle. | Sheep or Goats. | Porters with Loads. | Unladen Foot Passengers, Europeans. | Ditto, Natives. | Palkies or Litters. | Gares Carriages. | Artillery Gun or Carriage. |
|-------------------|---------|---------|---------|-------------------|----------------|-----------------|---------------------|-------------------------------------|-----------------|---------------------|------------------|----------------------------|
| January, 1856.    | 2,977   | 482     | 3,836   | 463               | 3,135          | 165             | 4,154               | 1,512                               | 77,843          | 98                  | 1,352            |                            |
| February          | 12,402  | 2,242   | 3,810   | 466               | 4,047          | 179             | 4,848               | 1,830                               | 70,209          | 104                 | 1,440            |                            |
| March             | 13,610  | 324     | 3,872   | 280               | 3,902          | 155             | 5,259               | 811                                 | 78,121          | 68                  | 1,412            |                            |
| April             | 4,122   | 418     | 4,222   | 433               | 4,596          | 227             | 7,074               | 899                                 | 94,001          | 90                  | 1,458            |                            |
| May               | 14,365  | 360     | 4,258   | 336               | 4,935          | 153             | 5,586               | 788                                 | 70,758          | 86                  | 1,480            |                            |
| June              | 6,206   | 266     | 3,240   | 202               | 2,715          | 61              | 3,064               | 599                                 | 35,975          | 56                  | 1,256            |                            |
| July              | 3,124   | 400     | 3,006   | 590               | 2,206          | 57              | 730                 | 666                                 | 26,001          | 38                  | 1,206            |                            |
| August            | 6,754   | 512     | 3,574   | 1,295             | 2,635          | 99              | 3,327               | 879                                 | 67,333          | 70                  | 1,362            | 8                          |
| September         | 4,244   | 609     | 4,138   | 588               | 4,270          | 131             | 5,780               | 936                                 | 108,105         | 78                  | 442              |                            |
| October           | 7,136   | 670     | 3,952   | 456               | 4,514          | 94              | 5,647               | 1,856                               | 71,519          | 230                 | 1,330            |                            |
| November          | 16,874  | 498     | 4,621   | 520               | 4,274          | 611             | 5,411               | 1,967                               | 68,375          | 118                 | 1,088            | 18                         |
| December          | 15,252  | 354     | 3,722   | 246               | 4,206          | 105             | 4,446               | 1,074                               | 65,309          | 32                  | 488              |                            |
| Total . .         | 107,066 | 7,135   | 46,251  | 5,876             | 45,435         | 2,037           | 55,326              | 13,817                              | 833,549         | 1,068               | 14,914           | 26                         |

*Commissioner's Office, Kurrachee,*

(Signed) *H. B. E. FRERE,*

*22nd May, 1857.*

*Commissioner in Sindh*

**ABSTRACT STATEMENT of the TRADE of KURRACHEE  
for the OFFICIAL YEAR 1856-57.**

*From the "Sindian" of September 5th, 1857.*

We have been favoured with an abstract statement of the external trade of the province by its sea face during the past official year (1856-57), from which we gather that it amounted in value to Rs.142,01,879 against Rs.123,42,537 in the previous year. The increase amounts to Rs.18,59,342—of which Rs.5,58,523 are due to imports, and Rs.13,00,819 to exports.

The details of the imports, compared with those of the previous year, are as follows :—\*

| IMPORTS.                                | 1855-56    | 1856-57    |
|-----------------------------------------|------------|------------|
| Apparel . . . . .                       | R.1,52,181 | R.1,01,763 |
| Cotton Piece Goods :—Coloured . . . . . | 4,51,554   | 4,47,360   |
| Plain . . . . .                         | 22,17,957  | 21,72,070  |
| other kinds . . . . .                   | 75,545     | 59,109     |
| Twist and Thread . . . . .              | 2,03,227   | 1,91,481   |
| Grain . . . . .                         | 2,32,947   | 3,37,569   |
| Metals, raw . . . . .                   | 2,16,952   | 3,17,247   |
| „ manufactured . . . . .                | 1,06,453   | 95,881     |
| Silk, raw . . . . .                     | 1,47,794   | 56,575     |
| Silk and Woollen Piece Goods . . . . .  | 1,36,704   | 85,697     |
| Spices . . . . .                        | 1,57,155   | 2,49,945   |
| Sugar . . . . .                         | 2,15,959   | 1,64,776   |
| Wines and Spirits . . . . .             | 1,94,590   | 2,63,247   |
| Treasure . . . . .                      | 3,00,378   | 2,09,488   |
| Fruit . . . . .                         | 1,31,060   | 2,56,283   |
| Railway Stores . . . . .                |            | 5,63,462   |
| Other articles . . . . .                | 13,48,678  | 12,84,702  |
| Total . . . £                           | 628,913 8  | 685,665 14 |

\* Value of details in Rupees, and totals in Pounds Sterling, the Rupee being taken at the par value of Two Shillings.

The principal articles of exports during the same period are as follows :—

|                                | 1855-56     | 1856-57    |
|--------------------------------|-------------|------------|
| Horses . . . . .               | R.3,39,060  | R.4,31,850 |
| Dyes :                         |             |            |
| Indigo . . . . .               | 4,23,881    | 3,54,655   |
| Munjeet . . . . .              | 68,944      | 4,40,552   |
| Other Dyes and Drugs . . . . . | 1,60,675    | 1,30,949   |
| Grain :                        |             |            |
| Wheat . . . . .                | 3,08,299    | 10,672     |
| Other kinds of Grain . . . . . | 2,56,193    | 1,57,337   |
| Ghee . . . . .                 | 2,33,672    | 1,56,107   |
| Saltpetre . . . . .            | 2,12,004    | 3,75,472   |
| Seeds :                        |             |            |
| Jingly . . . . .               | 5,91,215    | 8,37,621   |
| Sursee . . . . .               | 4,76,335    | 3,18,600   |
| Other kinds of Seeds . . . . . | 3,32,013    | 94,606     |
| Silk, raw . . . . .            | 3,761       | 3,20,174   |
| Wool, Sheeps' . . . . .        | 22,13,107   | 31,15,903  |
| Other Articles . . . . .       | 4,25,244    | 6,03,873   |
| Total . . . . .                | £ 604,440 6 | 734,522 4  |

The following is a list of the countries holding commercial intercourse with Scinde, and the value of the trade with each during the past two years.

|                                    | IMPORTS.    |             | EXPORTS.   |             |
|------------------------------------|-------------|-------------|------------|-------------|
|                                    | 1855-56     | 1856-57     | 1855-56    | 1856-57     |
| Bombay . . . . .                   | R55,81,212  | R 52,27,429 | R53,74,320 | R 66,97,549 |
| Calcutta . . . . .                 | ...         | ...         | ...        | 13,074      |
| Kutch and Kattia-war . . . . .     | 2,04,308    | 2,74,379    | 2,33,886   | 2,02,907    |
| England . . . . .                  | 1,57,800    | 7,73,835    | 35,139     | 1,446       |
| France . . . . .                   | ...         | ...         | ...        | 93,390      |
| Goa and Demaun . . . . .           | 4,532       | 10,064      | ...        | 231         |
| Guzerat and Concan . . . . .       | 60,072      | 1,46,297    | 11,747     | 15,647      |
| Malabar . . . . .                  | 97,632      | 90,388      | 1,69,154   | 1,45,933    |
| Mauritius . . . . .                | 1,894       | 8,930       | 17,568     | 28,538      |
| Meckran and Persian Gulf . . . . . | 1,90,684    | 3,25,335    | 2,02,589   | 1,56,507    |
| Total . . . . .                    | £ 629,813 8 | 685,665 14  | 604,440 6  | 734,522 4   |

These returns exhibit a very satisfactory progress in the trade of Scinde. The principal points of interest in them are the attempt to open a direct traffic with Europe and the Mauritius in country produce; the importation of railway material, and the large increase in the exports, particularly in wool, munjeet, saltpetre, jingly seed and silk, articles which are transmitted to Europe for consumption.

To the large augmentation of sheep's wool we would draw the particular attention of the manufacturers in England. From holding a subordinate position in our trade returns in 1847, when the export of the article amounted to only £18,000—it has in the space of nine years risen to the chief place in our exports, and in the returns before us, the article is valued at upwards of £311,000 sterling.

We need scarcely allude to the vast importance of this article, and however gratifying it may be to observe the gradual increase in the export of it, we have good reason for believing that it is susceptible of still further extension.

At present this article is exported hence to Bombay; but after the hydraulic presses lately arrived from England, and for which a suitable building is now under construction, have been brought in use, we doubt not that it will be shipped direct to England at a saving of considerable expense, both to the shippers and consumers.

Madder (Munjeet) and saltpetre have also made large progress since 1847. The export of the former article was in that year valued at £376; the present trade returns exhibit its value at £44,000. Saltpetre from being an article almost unknown in the Kurrachee market in 1847,

the exports for that year being valued at only £8, has now risen to the value of £37,500. In fact, the history of almost every one of our articles of export, for which there has been a steady and permanent demand, is similar to the instances we have cited.

Not only has the quantity of our staple productions been increased, but almost every year some new article has been added to our list of exports. Within the last few years we have brought forward as articles of export the following commodities, viz.:—Ooplate, sal ammonia, borax, linseed, silk, sugar and tallow, the demand for which we are glad to find is gradually progressing in foreign markets. It will be perceived by a reference to our returns that silk has at once taken a prominent position in the list of exports; the quantity exported last year being valued at £32,000 against £376 in the previous year. This article is said to have been brought down from Bokhara, *via* the Punjaub, and would appear to have been diverted to Kurrachee, instead of proceeding to Calcutta as heretofore. We have reason to believe that supplies of this article will continue to be brought to Kurrachee.

It will be seen that in indigo the export has somewhat fallen off, but this decrease we think may be attributed to our recent dispute with Persia, to which country the article is chiefly shipped; the quality of that at present produced in the Province not being such as to suit it for the European markets. In Upper Scinde, about Mooltan, and in Bhawulpore, the soil and climate are in every respect favourable to the production of this valuable article, and with due encouragement on the part of the Government, European capital and skill might be brought to bear

on its cultivation; and an article produced, capable of competing in the English market with the general run of the Bengal dye, and at very much less cost.

The absence from our list of the valuable article "Cotton" will probably be remarked; limited though the local consumption be, the province does not produce sufficient to meet the demand, and there is therefore necessarily a small amount imported, though the quantity is too trifling to admit of separate detail. The enquiry naturally forces itself upon us, why the province does not grow enough of the article to meet the local demand, and we wish some of our better informed readers would come forward to answer it. It can scarcely be that the country is unfavourable to its production, for we have always understood that the Delta of the Indus was particularly suited for the growth of cotton; and we must therefore suppose that the cause has been either the poverty of the land cultivators, or the indifference of the Zemindars, or of the district officers.\*

\* "A recent correspondent of an Indian paper says:—'In April last (1855), I brought to England a small quantity of cotton (the raw material) grown from *acclimated* American cotton seed in a district on the banks of the river Jhelum; this specimen I had shown to several cotton spinners in Manchester. They pronounced it to be the finest specimen of cotton they had seen grown in India, even from directly American seed, and to be worth from 6½d. to 6¾d. per lb. Along the banks of our Punjaub rivers lie tracts of land admirably situated for the growth of cotton. It only requires steady encouragement on the part of the local government, trouble and perseverance on the part of the district officer, to cover those lands with cotton of the finest quality. The cotton that could thus be grown might, with ease and at trifling cost, be conveyed in country boats (until we have, as we ought to have, steamers on those rivers) down the Indus to Kurrachee and there shipped for England. Kurrachee is a port of great importance; but, like many things of great

In order that the progress which the trade of Scinde has made since 1847 may be seen at one view, we subjoin a statement of the chief articles of export in 1856, contrasted with their value in 1847. The improvement made since that period will afford our mercantile friends and others interested in the trade of the port, an idea of the future prospects of our trade, which Mr. Temple, the Secretary to the Punjaub Government, estimates as next in importance to the trade of Calcutta.

| EXPORTS.                        | 1847-48    | 1856-57    |
|---------------------------------|------------|------------|
| Horses . . . . .                | R.2,05,800 | R.4,31,850 |
| Indigo . . . . .                | 28,252     | 3,54,655   |
| Munjeet . . . . .               | 3,765      | 4,40,552   |
| Other Dyes and Drugs . . . . .  | 1,03,234   | 1,30,949   |
| Wheat . . . . .                 | 19,439     | 10,672     |
| Other Grain . . . . .           | 43,071     | 1,57,337   |
| Ghee . . . . .                  | 7,268      | 1,56,107   |
| Saltpetre . . . . .             | 79         | 3,75,472   |
| Jingly Seed (Sesamum) . . . . . | ...        | 8,37,621   |
| Sursee Seed (Rape) . . . . .    | ...        | 3,16,000   |
| Other Seeds . . . . .           | 22,383     | 91,606     |
| Silk, raw . . . . .             | 537        | 3,20,174   |
| Wool . . . . .                  | 1,81,598   | 31,15,903  |
| Treasure . . . . .              | 7,73,719   | 98,816     |
| Other Articles . . . . .        | 98,163     | 5,05,057   |
| Total . . . £                   | 154,730 16 | 734,522 4  |

importance, not heeded or taken advantage of. *The one article, cotton, if properly cultivated in the Punjaub and in Scinde, would afford export freight for a vast number of ships visiting Kurrachee, while Government stores for the Punjaub, private property and merchandize would afford endless import freight, to say nothing of the great number of passengers who would avail themselves of that route.* According to a Scinde paper—“Any one located on the banks of the river Indus might observe fleets of boats coming down the river in the winter months, all laden with cotton.” The cotton brought to Scinde and shipped at Sukkur comes across the Jaysulmere Desert