

## **Presidency of Madras Economy**

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### **Abstract**

*Economy of the Madras presidency gives a holistic idea of economic potentiality of the region it's starts with agriculture and industry and other industrial products. Buckingham canal well connected to Madras port for transportation of goods from north Buckingham canal which starts from Pedaganjam (Pamperu River) to Madras it was fully running canal in colonial period. Agricultural goods like food grains, salt and firewood sometimes it carried finished goods from northern circars districts (northern Andhra Pradesh). Other home needs transported through this canal. Agriculture was the primary sector in colonial India even today when we look at the agriculture it will be clear understanding to dependency on the sector and outcome from the agriculture, its clearly discussed here in connection to Buckingham canal how much it would have transported to Madras. This article discussed on Economy of Madras presidency.*

**Key words:** *Economy of the Madras,*

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### **I. INTRODUCTION**

Economy of the Madras presidency gives a holistic idea of economic potentiality of the region it's starts with agriculture and industry and other industrial products. Buckingham canal well connected to Madras port for transportation of goods from north Buckingham canal which starts from Pedaganjam (Pamperu River) to Madras it was fully running canal in colonial period. Agricultural goods like food grains, salt and firewood sometimes it carried finished goods from northern circars districts (northern Andhra Pradesh). other home needs transported through this canal. Agriculture was the primary sector in colonial India even today when we look at the agriculture it will be clear understanding to dependency on the sector and outcome from the agriculture, its clearly discussed here in connection to Buckingham canal how much it would have transported to Madras.

### **Agriculture**

The agriculture of the Presidency naturally depends largely upon its climate, soils, and seasons. Lying, except the Northern Circars, between 8° and 16° North, the climate is hot and equable the whole period from March to October is characterized by high temperature coupled in the central areas, with great atmospheric dryness. As been mentioned above, the west coast enjoys a heavy and unfailling fall of 100 inches and upwards the east coast shares, through the Bay current, in the southwest monsoon as regards the northern Districts, and obtains the full benefit of the northeast monsoon the central and southern table land, comprising ten of the largest Districts, gets, with exceptions, only a moderate and capricious rainfall, varying locally from 38 inches in North Arcot to 23 inches or less in Bellary: Much of this last area is known as the famine zone over large tracts the amount received in 1876 was from 27 to 10 inches during the decade ending 1900 The Deccan districts received an annual average of only 23.2 inches. Moreover, where the rainfall is least abundant it is most capricious in both amount and distribution there are frequently excessive and destructive intervals or premature cessations at critical seasons, while much of the rain is too light to be of use under a tropical sun or to put any water into the irrigation sources. The atmosphere in the Deccan and central Districts is extremely dry for most of the year, and dew is general only in the cold season.

The agricultural year nearly coincides with the 'paddy that is, from 1<sup>st</sup> July to 30<sup>th</sup> June. It has four periods that of the south west monsoon (1<sup>st</sup> June to 30<sup>th</sup> September), of the north east monsoon (October to December), of the dry season (January to March), and of the hot season (April and May)<sup>6</sup>. In the first the sowing on the lighter classes of an irrigated land take place each successive shower adding to the area the crops sown vary in the several Districts, where each crop has, generally speaking its appropriate date the heavier soils are not usually sown till late in this period or early in the next the southern Districts being usually later than the

others. Agricultural practice differs widely according to conditions. Tillage is generally superficial in the light thin soils of the dry Districts it is so from want of rain for preparatory work, from the necessity for rapid and extensive sowing with the precarious showers of the south west monsoon, and from the nature of the cattle and implements.

Cattle manure is badly and wastefully repaired and besides what is burnt and used in plastering walls and floors, much is lost by pasturing cattle on the wastes and, for several months together, in the forests. Bones are not used directly saltpeter is occasionally used indirectly in the application of old village site soil, but not otherwise the very valuable tank silt, available in millions of tons, is seldom applied, while the one universal, natural, and almost sufficient manure, human excreta, is abhorred, though availed of indirectly in the fields immediately around the village site and in some cases, by useful blindness in the collection of village and house sweepings. Cattle diseases, their prevention and cure, are being studied, and official veterinary work is slowly developing, but the general management of stock is so defective, the customs regarding the sick and dead, so provocative of the Spread of disease, the field so vast, and passivity and ignorance of good veterinary treatment so great, that enormous effort and a long period are necessary to make a satisfactory impression. Little is known of the various pests, insect and fungus, which affect crops the Government Botanist has begun work on them, but a staff of assistants is necessary in the total absence of private and amateur help. To sum up the climate and solar heat are tropical, and excluding favored tracts such as the West Coast, the great deltas, etc, the rainfall and water supply are uncertain, variable, and often scanty, atmospheric humidity is frequently slight, and natural soils over vast areas are moderate to very inferior.

### **Forest**

The most important forests of the Presidency are in the south and west, on the Western Ghats and the connected ranges of the Anaimalais and the Nilgiri Hills, their distribution coinciding with the zone of excessive rainfall. The evergreen areas among them contain a number of timber species of tropical growth, some of which, especially where difficulty of access has left them undisturbed, attain an extraordinary size. Among the more characteristic genera of this West Coast tree flora may be mentioned *Artocarpus*, *Chukrasia*, *Hopea*, wild nutmeg, and *Lagerstroemia*, with cardamoms in the undergrowth in the upper valleys. The next most important forests are those which cover the slopes and plateau of the northern portion of the Eastern Ghats, extending from the Kistna northwards through the western parts of Godavari, Vizagapatam, and Ganjam, and on into Bengal and the Central Provinces. The rainfall in this area is heavier than anywhere else except the West Coast. These forests are chiefly noteworthy for the Ganjam and the teak in the western uplands of Godavari, and contain (among other species) *Pterocarpus*, *Terminalia*, *Lagerstroemia parviflora*, and *Anogeissus acuminata*. Situated between these two chief blocks of forest are two other less considerable wooded areas. The first of these lies in those portions of the Eastern Ghats, which run through Coimbatore, Salem, and North Arcot, and in the isolated ranges of the Shevaroy and the Javadi Hills. The rainfall here is much lighter and the forests contain no large timber, being chiefly remarkable for the best sandal wood in the Presidency. The second of these two lesser areas consists of the Nallamalai range of the Eastern Ghats in Kurnool and its continuation in Cuddapah District.

### **Mines and Minerals**

The minerals of the Presidency, by far the most important is the salt obtained by evaporation of water in the numerous salt pans along the coast of the Bay of Bengal Statistics and Mines and particulars are given under Miscellaneous Revenue minerals. Except salt, the only minerals at present produced in any quantity are manganese, mica, saltpeter and building materials, such as clay, granite, laterite, limestone, sandstone etc. Manganese ore has been worked in the Vizianagram zamindari by Vizianagram Mining Company since 1893.

In 1903 the mines, which are surface excavations from which the mineral is extracted by manual labour, produced 63,000 tons of ore valued at over 4 lakhs, and employed 2,700 hands. The whole of the produce is shipped from the port of Vizagapatam and most of it goes to England. The quantity of ore in sight in this neighborhood is immense. Manganese also occurs in the Sandur State. The ore there is rich, and mining has recently commenced. Mica is found in several Districts, but is extensively mined only in Nellore.

### **Trade and Commerce**

Commerce between England and Southern India began as far back as the early years of the seventeenth century, when the first factories were established by the Company at Masulipatam Commerce elsewhere. The two commodities which formed and trade, the chief attraction to the merchants of those days were spices, especially pepper, and cotton fabrics. The manner in which the Dutch raised the price of pepper against the English in 1599 was one of the inducements which led the latter to push the trade with India even in 1627 the

annual exports of this commodity were worth £208,000. The cotton fabrics were largely muslins, dyed stuffs, and white calico. This last derives its name from Calicut in Malabar. The English goods which found the readiest market in those days were woolen stuffs of all kinds.

### **Development of ports in connection to Buckingham canal**

In the Madras presidency there are two major ports were Madras and Vizagapatam in 1921 and 1925 respectively. In addition to these there are 104 small ports of which Tuticorin and Cochin are the largest and most important. Cochin in particular has been developed. The following information shows the development of the volume of trade of the port number in the elections. The text shows the value of the business at the Port of Madras and the other decadal for a series of years.

### **Development of Madras Port:**

Until the artificial port was built, not Madras the open road, instead of a used beaten off the line, the relationship between the ships and shore with effected by boats and catamarans. The presence of the port has been made by two concrete walls projecting into the sea so as to enclose a space of about 200 acres with an entrance from the north-east under the shelter of an arm projecting about 1,400 feet.

It was in 1875, the foundation stone for the present port was laid. The works were started in 1877, four years later, when the first has been completed, the breakwaters the wax more damaged by a severe disturbance storm. The port on its original plan in 1895 with the opening 515-foot entrance in the east. As this entry is being recaptures up each year into a 400-foot on the north-east has been opened in 1909 of the body into the closed. There is a 9-acre basin boat for a safe harborage of all small craft of 900 tons and less work in the port. It is equipped with 1,400 feet of shallow quay walling in support of this crew and cargo boats they are widely used for the landing and the accident piping of iron as well as for finished non-dutiable cargo for the handling of which 17 Hydraulic elevator has been given.

### **Cochin Harbor:**

For nearly a century, various efforts have been made to open a port in Cochin. The Cochin Chamber of Commerce has continued to advocated building a deep-water port. The question was opened between 1900 and 1911, but the final was made until 1920 when the government of India approved the project, which made provision for dredging a channel near the port and through the bar and for dredging 129 acres of stand space in a port in a depth of 30 feet of water and making reclamation a of 160 acres in the middle of the set. The first cut through the bar 400 feet wide by 32 - Depth feet was completed on 30 March 1928. The channel through the outer bar is now 3 miles long by 450 feet wide and has an average depth of 35 feet at low water. The stand area has been completed. Since March 1930 the port has to be constantly and regularly used by all ships. Containers up to 30 feet in draft and 510 feet in length can moor inside and a space is available for taking any ship up to 700 feet long by 30 feet in draft. The rail connection to the port, there are rules' conversion into broad gauge and it is expected that the work will be completed in 1934.

**Vizagapatam:** The port works at Vizagapatam is being executed by the Government of India through the agency. The agent of Railways Nagpur- Bengal, which has been named the administrative officer for the works.

**Tuticorin:** the Tuticorin is well as setup to near the locked Gulf of Manaar of Lat: 8.43 N, Long: 78.11E and is rarely visited by storms. Hare Island on which the lighthouse pass protection that in fuel and other technology in the south and south- east winds and is over protected by Church Island in the north-east monsoon. The port is open to road-place the containers become such that they draft about 5 to 6 miles from of the coast. A boat channel has to be maintained to a depth of 10 feet from the 2 arm rows to a close for boats cargo and range from 30 to 130 metric that preferably between the vessels at anchor and the Piers and jetties, and the work is rarely interrupted by the weather. The Equatorial port is equipped with 3 Piers and 3 cross ports.

### **Finance**

The financial system under the rulers who were the immediate predecessors of the Company in the greater part of the Presidency, the Subahdar of the Deccan and his subordinate the Finance. Nawab of Arcot, was probably in practice the worst that the country had ever known Its principles and the sources upon which its revenue depended were much the same as in the days of the Vijayanagar kings from whom the Musalmans had taken the country and, as is shown by inscriptions recently deciphered, the Vijayanagar rulers, whether consciously or not, had followed in many points the system originated as far back as the eleventh century by the

ancient Cholas. Under Vijayanagar, the country was divided into provinces in the charge of governors, who were bound to provide a fixed contribution to the royal exchequer, maintain a certain number of troops, and police their charges any revenue which remained after these duties had been fulfilled remained with the provincial governor.

This system of sub renting the collection of the state demand persisted in varying forms for centuries afterwards, and in one or two instances continues even to the present time, history (and notably the letters of the Jesuits of those days) shows that under Vijayanagar, and still more under the Naik dynasty of Madura and the Marathas of Tanjore (who held much of the country between the fall of Vijayanagar and the consolidation of the Musalman dominion), and most of all under the Musalmans themselves, the collection of the various items of revenue was accompanied by merciless oppression of the common people.

The system of contracts for limited terms was abolished in 1904 and an arrangement has been entered into for an unspecified term, under which the local Government will have a more direct interest than before in extending the capabilities of the growing heads of revenue in the Presidency. It will be seen that in 1903, 41,47,350/- of revenue was raised out of this the food grains brought through the Buckingham canal, of which 42,484/- was credited, and the remainder handed over to Imperial. The largest items among the receipts were Land Revenue (606 lakhs), Salt (195 lakhs), and Excise (177 lakhs), while the chief heads of expenditure were the maintenance of the Revenue, Judicial, and Police departments, and the outlay upon Irrigation and other Public Works.

There were some imports and exports in Madras Presidency in last quarter of the 20<sup>th</sup> century it give an brief idea about in the parallel to inland transportation in Madras presidency:

Value of Imports and exports between port of Madras and foreign ports British Indian Ports 1867-68 and 1868-69

Year	Imports in Rupees			Exports in Rupees	
	From Foreign Ports	From British Indian	Other	To Foreign Ports including foreign merchandise	To other British Indian Ports
1867-68	2,36,05,269	78,74,548		1,52,38,531 1,86,366	27,50,685
				1,54,24,897	
1868-69	2,45,40,042	91,52,687		2,14,53,271 1,45,232	28,13,350
		Total		2,15,98,503	

Sources : Annual Volume of the Trade and Navigation of the Madras Presidency(1868-69), Government Press, (Madras,1870).

Comparative Decennial Statement on Exports and Imports with port of Madras and other ports of Madras Presidency

Years	Amount of Imports in Rupees		Amount of Exports in Rupees	
	Madras Port	Other Ports	Madras Port	Other Ports
1880-81	4,50,04,437	3,00,88,113	3,31,28,871	7,39,33,362
1890-91	6,64,84,068	5,32,28,167	5,10,80,871	10,54,15,433
1900-01	7,34,39,935	6,54,90,590	5,85,18,148	10,95,11,952
1910-11	10,42,46,340	9,34,70,123	7,51,51,520	18,73,72,502
1920-21	26,14,22,955	13,52,29,892	9,28,68,958	21,35,12,358
1930-31	21,61,15,024	18,53,86,056	15,38,77,150	27,04,07,481

Sources: Annual Volume of the Trade and Navigation of the Madras Presidency (1868-69), Government Press, (Madras,1870).

Value of tonnage traffic handled by port of Madras, 1880-81 to 1950-51

Year	Total traffic handled in Lakh Tonnes
1880-81	6,60,000
1890-91	10,11,000
1900-01	11,15,000
1910-11	15,15,000
1920-21	8,50,000
1930-31	12,60,000
1940-41	9,10,000
1950-51	21,70,000

Sources: Annual Volume of the Trade and Navigation of the Madras Presidency (1868-69), Government Press, (Madras, 1870).

The table shows the volume of traffic of tonnage handled by the port of Madras for nearly seventy years from the year 1880-81 to 1950-51. It visibly indicates the interchange in the volume of traffic handled. During the year 1950-51 the port had crossed 21 lakh tones it shows clearly that modern transportation helped to grow the trade from Madras ports, but in 1880 to 1900 internal trade made strengthen the Madras port.

There is other table giving the early exports and imports from Madras port

**Value of Exports and Imports of Merchandise Articles, 1871-72 to 1884-85**

Years	Exports of Merchandise in pounds	Imports of Merchandise in pounds
1871-72	2,510,011	4,668,829
1872-73	2,646,681	4,120,529
1873-74	2,700,358	3,821,396
1874-75	3,013,127	3,785,695
1875-76	3,435,188	4,028,400
1876-77	2,871,836	3,786,505
1877-78	2,904,049	3,309,906
1878-79	2,524,249	3,668,684
1879-80	2,880,585	3,773,028
1880-81	3,528,213	3,602,044
1881-82	3,512,671	4,715,121
1882-83	4,084,421	4,765,309
1883-84	3,863,560	5,523,778
1884-85	4,399,889	4,708,253

Source: Statistical Table for British India, Compiled by Statistical Branch, Department of Finance and Commerce, p.189.

**Imports and Exports Madras Presidency**

Imports (1875-76)	Pound	Exports (1875-76)	Pound
Cotton Piece-goods	14,31,851	Coffee	1661111
Cotton twist	12,38,840	Raw cotton	1652849
Metals	4,99,681	Hides and skins	1081585
Railways	4,59,529	Rice and Paddy	958576
Rice and Paddy	3,57,330	Seeds	5,86,690
Wearing	1,81,015	Indigo	4,73,163
Timber	1,51,762	Spices	4,05,213

Raw silk	1,41,037	Oils	3,44,204
Spices and Areca	1,30,550	Cotton goods	2,78,040
Spirits	1,02,453	Provisions	2,38,065
Wine	83,574	Sugar	1,94,083
Grain of sorts	82,153	Coir and rope	1,89,097
Provisions	73,915	Cocoa-nuts	1,14,460
Drugs	60,452	Timber	1,04,511
Malt liquors	50,246	Tobacco	73,234
Paper	41,694	Dyes and other indigo	58,133
Woolen manufactures	39,315	Grain of sorts	38,593
Seeds	28,412	Salt	36,858
Glass	27,564	Drugs	31,259
Silk manufactures	23,570	Horns	22,591
Machinery	21,478	Vegetables	16,108
Tea	21,420	Wax	14,309
Coral	17,691	Silk	13,791
Wheat	17,662	Salt peter	8,483
Books	17,350	Hemp	6,635
Stationary	14,137	Mats	5,714
Earthenware	11,963	Wheat	3,629
Dyeing materials	10,107	Jewelry	3,444
Miscellaneous	10,85,954	Miscellaneous	2,68,916
Source: The Imperial Gazetteer of India. Risley, Sir Herbert Hope, 1851-1911.			

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