

2. Date of issue: 16.9.37
Initials of Secretary: [Signature]
M.L.O. 1-82,400-22-11-50

MADRAS RECORD OFFICE.

Government of Madras.

Sub: [illegible] DEPARTMENT.
Cons. 1/12/57

G.O. No. <i>100</i>	Press <i>Mis.</i>
<i>7677</i> Dated <i>30-11-1857</i>	

Not to be folded or roughly handled

29

No. 76. Read the following letter from Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, dated 5th November 1867, No. 4975.

SIR,

1. In forwarding, together with a copy of the remarks of Colonel A. T. Cotton, Commandant of Engineers, copies of a letter from the District Engineer of the Godavery Division, under date 6th October No. 609, and its enclosure, a letter dated 3rd October 1857, to his address from the Firm of Livingston Withers & Co. of Calcutta, requesting that they may be permitted to have the use of the new Iron Steamer at Dowlaishwarum, in towing their boats up the River. I have the honor to recommend the application to the most favorable consideration of Government.

2. Messrs. Livingston & Co, who seem to have embarked with much spirit and vigor into the undertaking of opening out a trade with the interior by means of the Godavery, state they experience so much difficulty in sending up their boats to Buddrachellum, that unless they can obtain the aid they seek from Government, they will probably be compelled to abandon the enterprise. Captain Rundall explains that the difficulties complained of arise from there being no towing path yet made along the sides of the Gorge through which the river flows, in so deep a stream as to preclude the possibility of the poling, and that, without steam power, boats can only be taken up with much difficulty, and loss of time, against the strong head winds that prevail throughout the Monsoon months. Colonel Cotton points out, in supporting the application for the Steamer, the inadaptability of the present Class of Godavery boats for the Navigation of the River as another impediment, and it is probable that a more potent one still, is the unwillingness of the boatmen, when not under their employers eye, to penetrate into a region still unfamiliar to them. Messrs. Livingston & Co, intimate their intention of at once providing themselves with more efficient boats, and if, with the temporary help they now seek from Government, their enterprise, instead of failure, be crowned with success, it may be inferred that they, or other parties stimulated by their example, will take measures for surmounting all difficulties by the removal of the existing obstructions, and the introduction of steam power, with other improved appliance

3. In the mean time, as an unfavorable result of this, the first energetic attempt to open out the resources of the interior by the river route, would have as disastrous an effect on the prospects of the trade as a successful one would be encouraging, it is hoped that the Government will accede to Messrs. Livingston & Cos. request, and authorize their having the use of the Steamer, whenever it may not be required for public purposes, on condition that it shall be entirely under the management of its own Commander and Crew, and that its whole expenses shall be defrayed by the Firm while employed in its service. Colonel Cotton considers that, as the Crew must be kept up, the cost of the fuel consumed should alone be charged but as the only plea for the employment of the Vessel is that no other steam power is procurable and Messrs. Livingston & Co, have expressed their readiness to pay for the accommodation it will afford their trade, the Government should I think be put to no expense.

Letter from Captain F. H. RUNDALL, District Engineer, Godavery Division; to Colonel C. E. FABER, Chief Engineer, dated Camp at Dowlaishwarum, 6th October 1857, No. 609.

SIR,

I have the honor to forward the accompanying copy of a letter received from Mr. Watson of the firm of Livingston Withers and Co. of Calcutta for the favorable consideration of Government.

2. That mercantile firm has, as represented, been endeavouring to open the Trade on the Godavery, and have as may naturally be expected, met with considerable difficulties at the outset. In order to assist them, I took 3 of their boats in two of the steamer for a trial during

Fort Saint George, Public Works Consultation of 1st December 1857.

my late trip for a distance of 60 miles, when I was obliged to cast them off, in order not to delay the Steamer's progress.

3. The boats however returned to Dowlaishwarum instead of pushing on to Buddrachellum which they might easily have done. The difficulty of getting boats up that far lies principally in the want of a Towing path, especially through the Gorge where the river is too deep to admit of poling, and therefore until such has been made, the aid of steamer, or boats propelled by Paddles will be required during the monsoon months of the year as the wind blows nearly the whole time down steam, so that no aid, or but little can be obtained from that source.

4. As Messrs. Livingston may be considered the Mercantile Pioneers of the Godavery, and have expended, as Mr. Watson informs me, a lac of Rupees, on which they have as yet barely received the interest. I would beg to recommend, that such assistance as can be afforded them without interfering with the plans which Government may have in contemplation for working the Steamer, may be rendered to enable them to get down to the coast the produce already purchased. They are anxious to enter vigorously and liberally into the River Trade and it will materially assist the general opening of the River, if by a little encouragement their endeavours are rendered successful. I believe Mr. Watson intends establishing a fleet of Boats to work on the reaches between the Barriers, and as their trade will be almost wholly downward, doubtless they would be ready and glad to convey Government Stores up the river, as it would thereby of course reduce the cost of Transit of their own produce by their boats which would otherwise probably return nearly empty.

5. In this manner, stores destined for Chandah Nagpore, &c. would be carried as far as the latter places by water, having a land postage of only about 70 miles, if the Doongoodem Locks be finished, Messrs Livingston of course are ready to pay for the use of the Steamer, and should the Government not have formed any plans for the Steamer's employment, they would gladly pay her expenses for the time the Government would be pleased to place her at their disposal.

Letter from Messrs. LIVINGSTON, WITHERS and CO, and R. WATSON; to Captain RUNDALL, District Engineer, Godavery Division, dated Cocanada, 3rd October 1857.

SIR,

We have the honor to request that you will bring to the favorable consideration of Government, the following circumstances in reference to the Navigation of the Godavery. We believe you are aware that for nearly 2 years, we have been endeavouring to open a trade on the river between Chanda and Cocanada, but the difficulties have been so unexpectedly great, and the result altogether so disheartening, that notwithstanding our enormous outlay, we fear we shall be obliged to abandon the undertaking, unless Government will in some measure come forward, and assist us in carrying it out.

One of the chief difficulties on this side, is the impossibility of sending boats up to Buddrachellum without the aid of steam. We have repeatedly tried it this season, but in every instance without success. We therefore respectfully solicit the Government to place at our disposal the new Iron Steamer, now at Dowlaishweram for the purpose of towing our boats to and from Buddrachellum, we are the more induced to make this application from the success which attended the Steamer on her late trial trip when you were pleased to take our boats in tow for a part of the way up; and the result proves that she is in every way adapted for the purpose.

We may further mention, that we have had a quantity of produce lying at Buddrachellum since May last and have been unable to get it down, and considering that we have been the first who have brought private enterprise to bear in trying to open this trade at a very great outlay and risk, We trust the Government will aid us by a favorable reply to our application, and thereby offer us some encouragement to persevere in the undertaking.

Fort Saint George, Public Works Consultation of 1st December 1857.

Letter from Colonel A. T. COTTON, Commandant of Engineers; to Colonel C. E. FABER Chief Engineer, dated 22nd October 1857, No. 516.

SIR,

I have the honor to acknowledge the receipt of your letter of the 17th Instant, on the subject of the Government assisting Messrs. Livingston's house with the use of the Government Steamer on the Upper Godavery.

Of course it is quite out of the question for the Government to place the only Steamer they have at the disposal of one individual, and thereby deprive themselves and any others of the use of it. But it seems exceedingly important to give the applicants every help that is possible.

I would let them have the help of the Steamer whenever it can possibly be spared from Government work, and I should think as Captain Rundall suggests that, as the Government traffic will be chiefly up Stream, and theirs chiefly down, the two things could easily be combined. I can make nothing of their assertion that they have found it impossible to send boats up to Buddrachellum, as the Government boats have so frequently gone there.

Captain Rundall states, that Messrs. Livingston are thinking of building boats for the river. Till they do this, they will of course be able to effect little. The clumsy river boats, which are much more suited for sea than for Inland Navigation, offer so much resistance and draw so much water, that it is ridiculous attempting to work the river with them. A Steamer would tow 500 tons in suitable boats probably as easily as 100 in the old native boats, and with half the draft of water.

With respect to the charge to be made for the use of the Steamer, as the crew must be kept up at all events, I would merely charge for the fuel, which will be quite insignificant according to an estimate of Captain Rundalls, not more than $\frac{1}{4}$ pie a ton a mile. Those who will thus encounter the first difficulties in working the river, I think should be charged the least possible for any help from Government.

I would not however on any account give over the charge of the Steamer under any circumstances to individuals, but merely give orders to the District Engineer to consult with them and make the best arrangements he possibly can to further their plans.

I have before urged, that one of the Engines now unused at Dowlaishwarum should be put in order, furnished with a boiler, and put into one of the boats. There is a boat there well suited to the purpose, which can pass through the lower barrier locks. If she were fitted with Engines and sent above the barrier, and her paddles put on her afterwards, she would work the river between the two barriers, and then it would only be necessary to pass the large boats through the locks, and no transhipment would be required. I would lose no time in providing thus a Steamer for the river between the barriers.

No. 77. ORDER THEREON, No. 2208; dated 30th November 1857.

The Chief Engineer submits a letter from the District Engineer of Godavery Division, forwarding an application from Mr. Watson of the Firm of Livingston, Withers & Co. of Calcutta, for permission to make use of the new Iron Steamer at Dowlaishweram, in towing their boats up the river. Colonel Faber also submits a letter from Colonel A. Cotton, suggesting that the Firm in question should be allowed the use of the Steamer, whenever it may not be required for Government purposes, on payment of only the cost of the fuel that may be consumed; while Colonel Faber, in giving the application his support, recommends that it should be acceded to, on condition that the Steamer shall be entirely under the management of its own Commander and Crew, and that its whole expenses shall be defrayed by the Firm while employed in its service.

2. The Right Honorable the Governor in Council concurs with the Chief Engineer, that it is very desirable to afford every encouragement to this, the first attempt for many years, on the part of a private Firm, to open up the trade on the Godavery, and that the result, if successful, is likely to stimulate others to embark in the same undertaking. His Lordship in Council is

Fort Saint George, Public Works Consultation of 1st December 1857.

accordingly pleased to direct, that the District Engineer be instructed to allow Messrs. Livingston, Withers and Co. to have the use of the Steamer, whenever it is not wanted for public purposes, on the terms and condition suggested by the Chief Engineer, and on the distinct understanding that it is always to be at the disposal of Government, if required for the public service.

(Signed) H. FORBES,
Acting Secretary to Government.

#5

District Engineers Office
Godavery Division
6th October 1857.

N^o 669

From

Captain J. H. Randall
District Engineer
Godavery Division.

To

Colonel C. E. Faber
Chief Engineer D.P.W.
Fort Saint George.

Sir,

I have the honor to forward
the accompanying copy of a letter received
from Mr. Watson of the firm of Livingston
Withers and Co. of Calcutta for the favor-
able consideration of Government.

2 That mercantile firm has, as
represented, been endeavouring to open
the Trade on the Godavery, and have as
may naturally be expected, met with
considerable difficulties at the outset.
In order to assist them, I took 3 of their
boats in tow of the steamer for a trial
during my late trip for a distance of
60 miles, when I was obliged to cast them
off

Signature

off, in order not to delay the steamer's progress.

3rd The boats however returned to Dowlaiserum instead of pushing on to Badrachellum which they might easily have done. The difficulty of getting boats up that far lies principally in the want of a towing path, especially through the Gorge where the river is too deep to admit of poling, and therefore until such has been made, the aid of steamer, or boats propelled by Paddles will be required during the Monsoon months of the year as the wind blows nearly the whole time down stream. so that no aid or but little can be obtained from that source..

4th As Messrs Livingston may be considered the Mercantile Pioneers of the Godavery, and have expended, as Mr. Watson informs me, a Lac of Rupees, on which they have as yet barely received the Interest. I would beg to recommend, that such assistance as can be afforded them without interfering with the plans which Government may have in contemplation for working

working the steamer, may be rendered: to enable them to get down to the Coast the produce already purchased. They are anxious to enter vigorously and liberally into the River Trade. and it will materially assist the general opening of the River, if by a little encouragement their endeavours are rendered successful. I believe Mr. Watson intends establishing a fleet of Boats to work on the peaches between the Barriers, and as their trade will be almost wholly downward. doubtless they would be ready and glad to convey Government stores up the river, as it would thereby of course reduce the cost of Transit of their own produce by their boats which would otherwise probably return nearly empty..

5 In this manner, stores destined for Chandah Nagpore &c. would be carried as far as the latter places by water, having a land postage of only about 70 Miles, if the Doongoodem Locks be finished, Messrs Livingston of course are ready to pay for the use of

of the steamer, and should the Government not have formed any plans for the steamer's employment, they would gladly pay her expenses for the time the Government would be pleased to place her at their disposal.

Dist. Eng. Office
Godavery Division
Camp at Dowlaiseram
5th October 1857

Have the honor to be
Signed J. H. Randall Capt.
Dist. Eng. God. Div.

Rocanada 3rd October 1857.

To

Captain Randall

District Engineer God. Division

Sir

We have the honor to request that you will bring to the favorable consideration of Government, the following circumstances in reference to the Navigation of the Godavery. We believe you are aware that for nearly 2 years, we have been endeavouring to open a trade on the river between Chanda and Rocanada, but the difficulties have been so unexpectedly great, and the result altogether so disheartening, that notwithstanding our enormous

49
enormous outlay, we fear we shall be obliged to abandon the undertaking, unless Government will in some measure come forward, and assist us in carrying it out.

One of the Chief difficulties on this side, is the impossibility of sending boats up to Buddrachellum without the aid of steam. We have repeatedly tried it this season, but in every instance without success. We therefore respectfully solicit the Government to place at our disposal the New Iron steamer, now at Dowlaiseram for the purpose of towing our boats to and from Buddrachellum, we are the more induced to make this application from the success which attended the steamer on her late trial trip when you were pleased to take our boats in tow for a part of the way up, and the result proves that she is in every way adapted for the purpose.

We may further mention, that we have had a quantity of produce lying at Buddrachellum since May last and

and have been unable to get it down, and considering that we have been the first who have brought private enterprise to bear in trying to open this trade at a very great outlay and risk. We trust the Government will aid us by a favorable reply to our application, and thereby offer us some encouragement to persevere in the undertaking.

We have the honor to remain

Sir

Your Most Obedient Servant
Signed Livingston Smith and Co.
Signed R. Watson.

[True Copy]

Signed J. H. Randall Esq.
District Engineer
Fodavery Division

No 516

#11

From

Colonel A. J. Cotton
Commandant of Engineers

To

Colonel C. E. Faber
Chief Engineer

Sir,

I have the honor to acknowledge the receipt of your letter of the 17th Instant on the subject of the Government assisting Messrs Livingstone's House with the use of the Government Steamer on the Upper Fodavery.

Of course it is quite out of the question for the Government to place the only steamer they have at the disposal of one individual, and thereby deprive themselves and any others of the use of it. But it seems exceedingly important to give the Applicant every help that is possible.

I would let them have the help of the steamer whenever it can possibly be spared from Government work

fragment

work, and I should think as Captain Randall suggests that, as the Government traffic will be chiefly up stream, and theirs chiefly down, the two things could easily be combined. I can make nothing of their assertion that it is impossible to send boats up to Budjinn. Lillum, as the Government Boats have so frequently gone there.

Captain Randall states that Messrs. Livingston are thinking of building boats for the river. Till they do this, they will of course be able to effect little. The clumsy river boats, which are much more suited for Sea than for Inland Navigation, offer so much resistance and draw so much water, that it is ridiculous attempting to work the river with them. A Steamer would tow 500 tons in suitable boats probably as easily as 100 in the old native boats, and with half the draft of water.

With respect to the charges to be made for the use of the Steamer, as the Crew must be kept up

#13
up at all events, I would merely charge for the fuel, which will be quite insignificant according to an Estimate of Captain Randall's, not more than $\frac{1}{2}$ Pic a ton a mile. Those who will thus encounter the first difficulties in working the river, I think should be charged the least possible for any help from Government.

I would not however on any account give over the charge of the steamer under any circumstances to individuals, but merely give orders to the District Engineer to consult with them and make the best arrangements he possibly can to further their plans.

I have before urged, that one of the Engines now unused at Dowlaish. waran should be put in order, furnished with a boiler, and put into one of the boats. There is a boat there well suited to the purpose, which can pass through the lower Barrier Locks. If she were fitted with Engines and sent above the Barrier, and her paddles put on her afterwards, she would work the river

river between the two Barriers, and then
it would only be necessary to lay the
large boats ~~the~~ the ~~boats~~, and no trans-
shipment would be required. I would
lose no time in providing this a steamer
for the river between the Barriers.

Palaveram

22nd October

1854

I have the honor to be
Signed &c. John Pollock
Commandant of Engineers

True Copies!

John Pollock
Chief Engineer

Central Office of P. U. P.
No. 4975. Sat. St. George 5 November 1857.
To The Chief Engineers

Godavery.
Public

To The Secretary to Government
P. U. Department

Sir,
1. In forwarding, together with a copy
of the remarks of Colonel A. J. Cotton,
Commandant of Engineers, Copies of a
letter from the District Engineer of the
Godavery Division, under date 6 October 1857,
and its enclosure, a letter dated 3 October
1857 to his address from the Firm of Living-
ston Withers & Co. of Calcutta, requesting
that they may be permitted to have the
use of the new Iron Steamer at Dowlaish-
warand, in towing their boats up the River.
I have the honor to recommend the appli-
cation to the most favorable consideration
of Government.

Enclosure. 1
Copies of letters

2. Messrs. Livingston & Co., who seem
to have embarked with much spirit and
vigor into the undertaking of opening out
a trade with the interior by means of the
Godavery, state they experience so much
difficulty in sending up their boats to
Buddachellum, that, unless they can
obtain the aid they seek from Government,
they will probably be compelled to abandon
the enterprise. Captain Rundell explains
that

payment

1857 Sept 11

Enclosure in a letter
from the Chief Engineer
to the Secretary to Government
P. U. Department

Recd 5th November 1857

1857 Sept 11

Copy of enclosed
and an application from
Messrs. Livingston & Co.
requesting permission to have
the use of the new Iron Steamer
at Dowlaishwarand.

that the difficulties complained of arise from there being no towing path yet made along the sides of the River through which the river flows, in so deep a stream as to preclude the possibility of poling, and that, without Steam power, boats can only be taken up with much difficulty, and loss of time, against the strong head winds that prevail throughout the monsoon months. Colonel Cotton points out, in supporting the application for the Steamers, the inadaptability of the present class of Godavery boats for the navigation of the River as another impediment, and it is probable that a more potent one still, is the unwillingness of the boatmen, when not under their employers eyes, to penetrate into a region still unfamiliar to them. Messrs Livingston & Co intimate their intention of at once providing themselves with more efficient boats, and if, with the temporary help they now seek from Government, their enterprise instead of failure, be crowned with success, it may be inferred that they, or other parties stimulated by their example, will take measures for surmounting all difficulties by the removal of the existing obstructions, and the introduction of Steam power, with other improved appliances.

3 In the mean time, as an unfavorable result of this, the first energetic attempt to open out the resources of the interior by the River route, would have

as disastrous an effect on the prospects of the trade as a successful one would be encouraging, it is hoped that the Government will accede to Messrs Livingston & Co's request, and authorize their having the use of the Steamer, whenever it may not be required for public purposes, on condition that it shall be entirely under the management of its own Commander and Crew, and that its whole expenses shall be defrayed by the Firm while employed in its service. Colonel Cotton considers that, as the Crew must be kept up, the cost of the fuel consumed should alone be charged, but as the only plea for the employment of the Vessel is that no other Steam power is procurable, and Messrs Livingston & Co have expressed their readiness to pay for this accommodation it will afford their trade, the Government should I think be free to no expense.

I have the honor to be

Sir,

Your most Obedt Servant

Central Office of Govt
Port of Enge
5th November 1837

Wm. Fisher Colonel
Chief Engineer

W. L.

For Orders.

Public Works Department No 2174
From the Chief Engineer of 5 November/57-

Every encouragement should
no doubt be given to public
service in the Colony.
If the steamer is not
wanted. ~~that might be done~~
for such purposes the
money be lent - a loan
but it should be understood

100/11/1857 to 11/11/1857
10/11/1857 to 11/11/1857
10/11/1857 to 11/11/1857

The Chief Engineer
of the Colony & Government
of the Colony & Government

10/11/1857 to 11/11/1857
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10/11/1857 to 11/11/1857
10/11/1857 to 11/11/1857

The only fear is - that she may
get damaged like laid up just when
wanted -

I understood that it was in contemplation
to try the experiment of sending up
the foam & ordnance stores from the
high shore force ^{the endeavor} without off hand
carriage & within the last few days
I have seen letters fr the Com^d & Genl H. B. ...
g. Ordman

proposal.
 Think the experiment to be certainly
 in fact, and the present is just the
 favorable time for doing so. It is
 a month or two will greatly improve the
 chance of success.

chance of success.
 I therefore allow Mr. Eads & Sigsbee
 to depart without delay if he is able
 to dispatch the steamer & on the 4th
 of October. Dept. of their stores are ready
 Three third class passengers & steam innards
 is done. Messrs Livingston & Co. cannot
 have the ship. Under any circumstances the doctor
 the propriety of sending it to them at present before
 they have made due preparations to the
 state of health for the trip.

of what Mr. E. V. Hall has reported to the
Pres. for May June - what carried out.
Presidential at a very perfect by Mr. E. V. Hall

The District Engineer
might be authorized
to make an expenditure
for the steamer being used
as a school in case
any other steamer also
shall be used.

It is very important that the Coast Guard
should be made use of for transports
that should be to transport and as
Mr. Mead says this is the best season
for making the expenditure it should
be taken at once. If the steamer
should not be wanted for war purposes
at any time the useful should be made
available to Mr. Livingston & Co. as proposed
by Col. Cotton and with the reduction of the
by the War the President

No. 2208
Extract from the Minutes of Consultation
Under date the 30th November, 1857.

Read the following
letter from the Chief Engineer
[Here enter 5th November 1857 No. 975]

The Chief Engineer
submits a letter from the Dis-
trict Engineer of the Godavery-
Division, forwarding an applica-
tion from Mr. Watson of the
Firm of Livingston Withers &
Co. of Calcutta, for permission to
make use of the new Iron
Steamer at Dowlaissaram,
in towing their boats up the
river. Col. Faber also submits
a letter from Col. A. Cotton,
suggesting that the Firm in
question should be allowed the
use of the steamer, whenever
it may not be required for
Government purposes, on
payment

At
By
MP
H. M.

payment of only the cost of
the fuel that may be consumed,
while Col^d Fisher, in giving the
application his support, recom-
mends that it should be ac-
ceeded to, on condition that
the Steamer shall be entirely
under the management of
its own Commander and
crew, and that its whole
expenses shall be defrayed by
the Firm while employed
in its service.

The Right Honorable
the Governor in Council con-
sults with the Chief Engineer,
that it is very desirable to
afford every encouragement to
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part of a private firm, to
open up the trade on the Godavary,
and that the result, if successful,
is likely to stimulate others
to embark in the same
undertaking.

undertaking. His Lordship
in Council is accordingly
pleased to direct, that the
District Engineer be instruc-
ted to allow Messrs Livingston
Withers & Co to have the use
of the Steamer, whenever it
is not wanted for public
purposes, on the terms and
condition suggested by the
Chief Engineer, and on the
distinct understanding that
it is always ^{to be} at the disposal
of Government, if required
for the public service.

B. J.

4 Copies to the Chief Eng^r 24th 18th

Little North 1857
27th June 1857

21. 2208.

Detached from the
27th June 1857.

From 18. 18. 1857
24th June 1857
23rd June

Director, the District
Engineer of the Ordnance Division
to allow the use of the steam
engine in the use of the steam
engine it is not intended for
public purposes.

No 76477.