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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.

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Dated

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Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 26th January 1858.

No. 69. Read the following Extract from the Minutes of Consultation in the Military Department, dated 15th December 1857, No. 4563.

Read letter from the Quarter Master General of the Army, 14th December 1857, No. 573; to the Secretary to Government, Military Department.

SIR,

I am directed by the Commander-in-Chief to request you will be so good as to submit to Government, the accompanying papers and 2 Sketches, relative to Canal and River Transit in the neighbourhood of and on the Rivers Godavery and Kistnah. With regard to the proposed Canal between Masulipatam and Bezwarrah, Government will observe, that it is only completed from the latter place to Yorunky leaving a distance of 18 miles to Masulipatam, yet to be made.

Lieutenant Beattie Executive Engineer, calculates that the work may be completed for 25,000 Rupees, and His Excellency has desired me to express his earnest recommendation, that no time may be lost in establishing this water communication, between Masulipatam and Bezwarrah on emergency.—The importance of the work cannot be exaggerated, and the outlay is too insignificant to be considered for a moment in bar, of its execution. Regarding the Godavery and Wurda Rivers, His Excellency trusts, the expediency of rendering these Rivers navigable, will engage the early attention of Government—this work if completed, would likewise be of incalculable value at the present time and the causing circumstances must be of permanent continuance.

From the Deputy Assistant Quarter Master General, Northern Division, Masulipatam, 26th November 1857,; to the Quarter Master General of the Army, Fort Saint George.

SIR,

With reference to your letter, No. 2690, dated 22nd October 1857, to the address of the Officer Commanding Masulipatam and its enclosure, requesting that I would place myself in correspondence with the necessary authorities, in order to organize some arrangements which shall, if possible, permanently provide for the existing water communication, between Masulipatam and Bezwarrah, and report upon the navigability for Troops of all the Canals in the Delta of the Godavery, I do myself the honor to submit, for the information of His Excellency the Commander-in-Chief, the following report.

2. I will commence by premising, that long before I was aware, that Assistant Surgeon Scales had made any of the suggestion he has in his letter to the Medical Board, I had fully satisfied myself, that the Regiment of European Infantry, under orders from this to Secunderabad, could not proceed by water to Bezwarrah, and had also taken the necessary steps, to have the roads repaired wherever they had been breached by the rains.

3. The objection to making use of the water communication in its present state, is that the Canal (called the Verunky one) is only furnished as far as Verunky, which is about 18 miles from Masulipatam, with no road to it, and scarcely approachable during the rainy season, owing to the numerous irrigating and drainage channels and paddy fields interposing, and in the unfinished state of the works in progress, it is believed, there is not always sufficient water now in the Canal for boats, whilst the difficulty and delays of shipping and unshipping baggage &c., being great, nothing in my opinion is to be gained by making use of the water carriage for the short distance, it is at present available. It was on this ground, that the District Engineer strongly advised, that the European Regiment proceeding to Secunderabad should not be sent by water to Bezwarrah.

4. When this Canal is completed up to the basin here (an object so much to be desired) it will be available for the transport of Troops either up or down it. for at least 10 months in the year and by the time it is ready, the District Engineer says, that in all probability they will have the river about Bezwarrah cleared of sunken rocks, (a few only of which exist) when the latter will be navigable for 6 months in the year at least, as far as Moogetolah which is within 7½ miles of Juggiapettah. He further states, that a new road might also be made to join the present high road from Moogetolah* to Kootabad—a Tug of 80 horse power; it appears is coming out, which could be lent to assist Troops up the river against the stream—down it they could come fast enough.

* Mucktalah.

5. The two Companies of the Madras Rifles under the Command of Captain Young, proceeded by boats from Bezwarrah to Goondapollum by the Poolygudda branch of the Kistnah—at that time, the river was in fresh running at an average velocity of from $3\frac{1}{2}$ to 4 miles an hour, and the wind was favorable. Boats for a wonder happened to be procurable, having but a few days before reached Bezwarrah. There are no Government boats on the river below the annicut, except one which is used for the ferry across the river. Troops might possibly be moved in boats by this route (*down steam*) during the season, the river is navigable, disembarking at Goondapollum, but the Poolygudda branch is fast becoming unnavigable—a sketch is enclosed shewing the present lines of water communication.

6. The District Engineer could furnish a sufficient number of boats, for the accommodation of a whole Regiment, with its baggage, provided he had about a week's notice.

7. With regard to Assistant Surgeon Scales' remarks respecting encamping grounds, he must be referring to some years back, when he visited the places in question. He certainly could not have been in a position to report upon them on the occasion alluded to, for he says, he came straight by water from Bezwarrah to Goondapollum. I see no reason why the usual stages should be departed from—I consider the encamping ground at Goodoor good and extensive, while there is no regular encamping ground at Nedomole, and that available for such purposes is small. One of the Assistant Surgeon's objections to Goodoor is, that it is full of toddy trees, and therefore offers greater facilities for European Soldiers getting drunk, I reply that wherever proper precautions are taken this can always be promoted. The whole of the land close around the Village of Kunkepaud is at present under wet cultivation and the space available for encamping Troops very small. A Camp at Poorunky might be pitched to the westward of the Village where the ground is good and high. The ground at Bezwarrah is well situated, close to the high roads from Ellore and Masulipatam, in the angle formed by the main channels in course of excavation to those Towns.

In conclusion I beg to forward, in connection with the subject of the present correspondence, copy of a letter No. 35, dated 4th instant from the Acting Collector at Masulipatam, together with its annexment, and would request permission to be allowed to defer my report on the water communication by the Godavery and its Canals for a few days longer.

From the Acting Collector of Masulipatam, 4th November 1857, No. 35; to the Acting Secretary to Government, Revenue Department, Fort Saint George.

Para. 1. I trust I am justified in submitting to Government a plain statement of my present position and the injury the interest of Government, are at this moment suffering.

2. Part of Her Majesty's Royals, a Regiment of 2 Battalions are now landing, and there is great anxiety to push them on to Hyderabad—I enclose a copy of a letter received from Lieutenant Beattie, describing the 1st 40 miles of their march, and I entirely agree with him, that the road from this to Bezwarrah “is the worst that can be imagined” and when this Regiment with its train of Carts, can get through this mud, I cannot say at present, all that Engineers can do, is being done.

3. Again I have a quantity of Electric Telegraph wire urgently required near Ellore, and I cannot get it 4 miles out of this place, although I borrowed Elephants from the Commissariat, it has been returned to the Arsenal to-day—and the delay will be very serious, moreover the Arsenal and Commissariat Godowns are full of Stores to be sent to Hyderabad and Kamptee.

4. The only remedy for the state of the Country, is pointed out by Lieutenant Beattie, though I think, the Canal should be carried into Masulipatam.

5. I know how peremptory the orders of the Supreme Government are, to keep expenditure as low as possible, but I respectfully and earnestly submit the importance of completing the Canal, whose banks will also afford a pathway from this to Bezwarrah.

6. Any expenditure that facilitates the Transit of European Regiments, should surely be readily incurred, although it would entail a stoppage in more remunerative Public Works—in my humble opinion, every Public Work should be stopped, till ample funds are provided, to hasten

and facilitate the occupation of every doubtful post by European Troops—the wants of a District must be overlooked in the emergency of the empire. It is wrong that Regiments that left England on 3 day's notice should be detained here 3 weeks.

From Lieutenant A. BEATTIE, Executive Engineer, K. D., 1st November 1857, No. 61; to the Acting Collector of Masulipatam.

SIR,

I have the honor to bring the following matter particularly to your notice.

The road by which passenger's bandies &c. proceed from Masulipatam to Bezwarrah is, as you are aware, about the worst that can be imagined—carried direct from Village to Village, and almost in a straight line from end to end, without reference to ridges and Villages over a deep black cotton soil, with no surface metalling and provision for drainage being most imperfect, it is liable to be, by occasional or periodical rains, rendered useless as a means of communication, and the traffic along it entirely stopped.

Where the line passes through Vallies, a bank of earth has been thrown up to form a road-way, the surface of which during, and for some time after heavy rain, becomes by the action of the feet of passengers, cattle &c., of the consistency of paste, making progress along it, most difficult. Frequently owing to drainages being insufficiently provided for, portion of this bank are swept away, and breaches formed, which are most effectual obstacles to further progress.

Nor are those parts of the road on high ground better circumstanced now than the rest of it. Here no raising of the Road-way appears ever to have been done, at least it has long since disappeared, and the road is now on the same level with the cultivated lands on both sides of it. Formerly this was not of great consequence, as there was only the natural drainage to be allowed for, and the greater part of it flowed off by the few outlets provided without doing any injury to the road—now however, that the road is bordered for miles (as above and below Cunkepaud) by wet cultivation (the drainage from which, greatly augmented by the unnecessarily large supply of water taken by the ryots for their cultivation, becomes extremely difficult to divert) the case is entirely altered. There is no raised road-way to be washed away, but where the water finds its way across, deep holes are soon formed, which passengers are glad to avoid by taking a circuit through the adjoining paddy fields.

Even in dry weather the present line does not form a tolerable road. The surface certainly becomes hardened, but the deep wheel tracks and hollows remain, and the dry heats creates fissures and sand cracks, so that Bandies can at such time move much more easily in the fields, on either side of it.

Such being the case as regards the road, now that Troops, Ammunition, Stores &c. are being moved up from the Coast to the interior in this direction, the want of a good means of communication is greatly felt.

Had the Masulipatam channel been completed even so far as Panmurroo (which would probably have been done ere now, if no stoppage of the works had occurred) carriage by boats on the channel between that place and Bezwarrah, would have in a great measure compensated for the want of a road—and I should strongly recommend, that this should now be done.

At present the Verunky Lock and Calingula, and the excavation of the channel between Inumpoody and Panmurroo, being unfinished and the Inumpoody Tunnel un-built, the 24 miles of navigable channel already completed cannot be made use of in this manner.

By a further expenditure of about 25,000 Rupees, the navigation from Bezwarrah to Panmurroo, a distance measured along the channel of about 30 miles might be opened—The road then being used only as far as Panmurroo, the worst part of it, which lies between that place and Kunkepaud, would be avoided.

If a whole Regiment with its Stores &c., were going up at the same time, and a sufficient number of boats could not be procured, the Baggage might go by water and the Troops march along the bank of the channel, which at present, where completed, forms an excellent road for foot passengers of cattle, though from want of metalling and breadth, it would not do for bandy traffic.

The completion of the channel as far as Panmurroo would also allow of a large tract of land in the Goodewaddah and Tsullapully Talooks being irrigated from it.

The expenditure mentioned above would be occasioned as follows,

Completing Verunky Lock.....	Rs. 14,000
Do. excavation of the Main channel between Inumpoody and Panmurroo „	9,000
Constructing a drainage Tunnel near Inumpoody.....	2,000
Total Company's Rupees.....	25,000

From the Deputy Asst. Quarter Master General, Northern Division, Musulipatam, 3rd December 1857; to the Quarter Master General of the Army, Fort Saint George.

With reference to letters dated 15th September 1857, from your office to the address of Major General Tulloch and Brigadier Cameron respectively, Nos. and subject as per *margin, I do myself the honor to report for the information of His Excellency the Commander-in-Chief, that I have made every enquiry on the subject and that navigable Canals exist, from the Towns of Samulcottah and the ports of Cocanada and Coringa to Dowlaishweram, and from thence there is communication to Buntoomilly within 16 miles of Masulipatam, as well as to within 4 miles of the Town of Ellore. The District Engineer however would recommend Troops embarking it from Masulipatam at a place called Kowdenggee near to Akeed.

The navigation to Ellore is tedious on account of the weeds in the Colair Lake, which however, are more troublesome in the dry season than in the monsoon, when the lake is more full. In the wet season the distance from Akeed to Ellore, "via" the lake might be performed in 12 hours, but in the dry season it would nearly take two days.

3. A Canal is in excavation to Ellore itself and is at present navigable to within 20 miles of it, and will be soon open for 30 miles. Another line is open from Dowlaishweram to the Port of Nursapoor—A Canal has been sanctioned, which will extend the navigation as far as Toonee to the north, and one is also in course of execution, which will connect Ellore with Bezwarrah, but these two last wont be open throughout for a couple of years, even after the present restriction on Public Works is removed.

4. These are the main lines in the Delta, as far as the movement of Troops is concerned.

5. As respects the navigation of the river itself, it is navigable at present during the summer season, only as far as Buddrachellum, about 140 miles from Coconada.

6. Buddrachellum is distant from Hyderabad about 160 miles, and from Chanda about 200—Chanda being within 100 miles from Nagpore, when the river is $\frac{3}{4}$ full, it is navigable as far as, has yet been ascertained, to Chinnoor on the Godavery, and the Jillera river, which falls into the Wurda.

7. In order to take advantage of the river from these places, it would be necessary to have boats and all in readiness against the rising of the river, which continues from a half to $\frac{3}{4}$ full from the beginning of July to the end of September—before and after those months, the river at present can only be used, as far as Buddrachellum.

8. I beg to forward a sketch map shewing the relative position of the places mentioned in this letter—more accurate information is to be obtained from Lieutenant Haig's last report now published, amongst the selections from the records of Government.

9. The time that would be occupied in towing boats from Dowlaishweram to Buddrachellum by steam, would occupy from 2 to 3 days according to the number of boats to be towed and the time of the year.

10. For Stores requiring to be conveyed to Nagapore, the route by the river Godavery to Buddrachellum, might I should say, be taken with great advantage—The District Engineer states, that by transhipment at that place, 100 miles further of water carriage would be available as

far as the Enchampilly barrier, and in the event of the locks being finished at Doomoogoodem, this transhipment, as far as he knows, would not be necessary.

11. The District Engineer can provide any amount of Tonnage required for the conveyance of Troops &c. on sufficient notice being given him, though he appears to think this is not exactly in his promise, but rather belonging to the Commissariat Department.

12. Having communicated with the Secretary to the Rajahmundry Navigation Company, I find that the Lines at present worked by the Company, are the Canals leading from Dowlaishweram to Samulcottah, Cocanada and Coringa, but the Company will do all in their power to assist the Government at the present time, in transporting Troops, and would be ready therefore to place all their boats at its disposal.

13. Their boats (7 in number) will convey 600 Europeans without baggage, but only half that number with baggage. The charges of the Company would be 40 Rupees per day for each boat, when taken up entirely. In addition to these, they could supply two paddle boats each Rupees $7\frac{1}{2}$ a day, which would accommodate eight Officers.

14. The Company are not in a position to state any thing positive with respect to their Steamer. Its working it appears will probably be confined to the Ferry at Rajahmundry.

Communicated to the Public Works Department for early consideration.

(True Extract and Copies.)

(Signed) W. H. WAPSHARE, Major,

Ag. Dy. Secretary to Government.

No. 70. ORDER THEREON, No. 135; dated 26th January 1858.

In the letter from the Quarter Master General of the Army, which accompanied the above Proceedings, His Excellency the Commander-in-Chief strongly recommends that the Canal communication between Masulipatam, and Bezwarrah, which remains unfinished from Yorunky, may be completed on emergency. It is observed in the Quarter Master General's letter that the distance between Yorunky and Masulipatam yet to be made is 18 miles, and that Lieutenant Beattie the Executive Engineer calculates the cost of the work at 25,000 Rupees. From Lieutenant Beattie's letter however it appears that he contemplated the completion of the channel only to Panmurroo.

2. The Government, under date the 27th November last, recommended to the Government of India, the immediate prosecution of the entire line of the Canal estimated at Rupees 2,37,107 as an emergent work, and having received the sanction of that authority for an expenditure of Rupees 50,000 for the year 1858, they have issued instructions in Extract from the Minutes of Consultation 11th Instant No. 48, for the immediate recommencement of operations.

(Signed) H. FORBES,

Acting Secretary to Government.

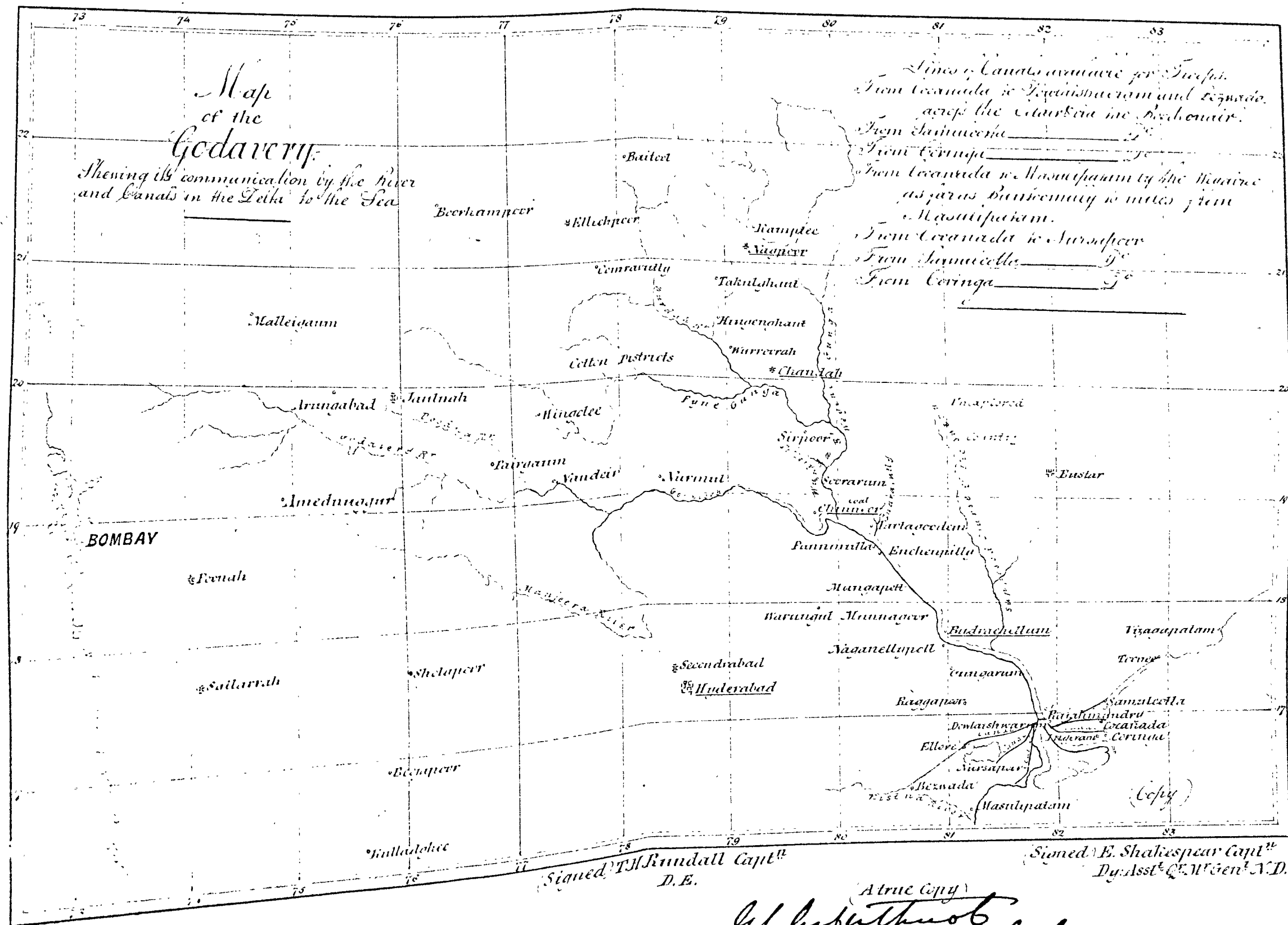
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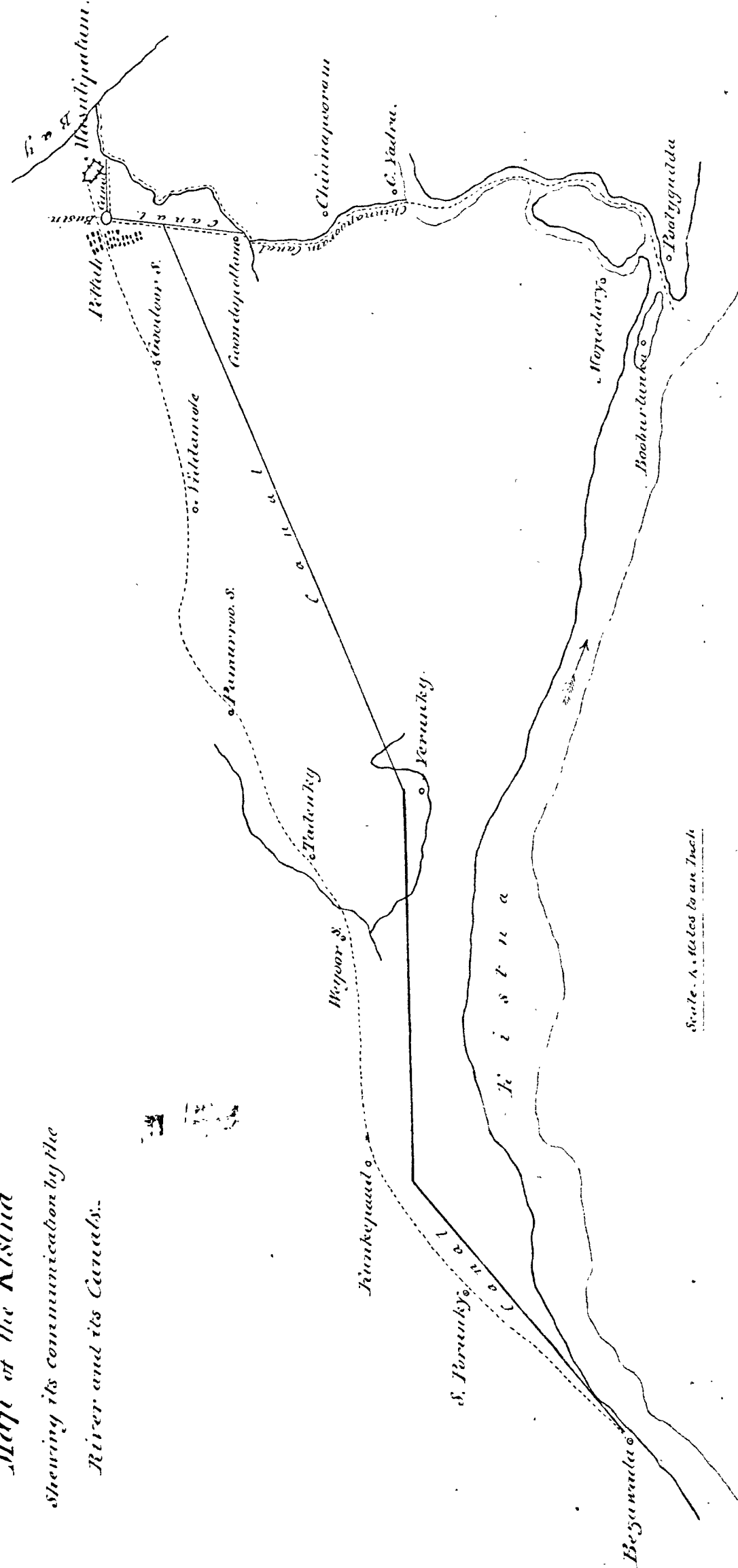
*(A true Copy)
G. H. Benthurst
Asst. Q. M. Gen^l of the Army.*

Bezawada

Masulipatam

Map of the Krishna

Shewing its communication by the
River and its Canals.



at time copy!
Edmund Thrope
Asst. Secy. G. P. & I. Dept.
of the Army.

Scale. 1 inch = 1 mile

Masulipatnam 26th Novr 1857.

Signed/ E. Shakespear Capt.

Depy. Asst. & P. M. Genl. A. D.

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Extract from the Minutes of Consultation

Under date the 26th January 1858.

Read the following
Extract from the Minutes of
Consultation in the Military
Department.

(Hence enter 15th Decemr 1857 N 4563)

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of

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In the letter from
the Quarter Master General
of the Army which accom-
panied the above proceedings
His Excellency the Commander
in Chief strongly recommends
that the Canal communication
between Masulipatam and
Bezwarrak, which remains un-
finished from Yorumky may
be completed on emergency.
It is observed in the Quarter
Master General's letter that the

distance

14/16/1858

11th Instant N^o 48, for ^{the} immediate ^{commencement of} resuming operations.

RR

of Copies to the Chief Engr. P. 27th
By Mr. Engr. P. 27th

distance between Yorumky and Masulipatam yet to be made is 18 miles, and that Lieut Beattie the Executive Engineer calculated the cost of the work at 25,000 Rupees. From Lieut Beattie's letter however it appears that he contemplated the completion of the channel only to Pinnimur, ~~from that place to be made.~~

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27th

Ms. B. 9. 9. 90

Showing that nature
has been spared, for the
immediate rearmament
of operations, to the canal law
imposition between them.
It is and they are not, at
a hundred expenditure of
Refers 50000 for the year 1858.

Public House 1858 Sept 11th
Cons. 26th January.

Ms. 1837.

Extract from: of Cons.
Notes 26th Jan. 1858.

15 July 1858