

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**

G.O. No.	1968	Press Mis.
305-cb		
Dated	19th August 18 72	

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
19th August 1872.*

No. 305. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 22nd July 1872, No. 1,504.—

With reference to G. O. of the 14th May 1872, No. 1,313, I have the honour to forward copies of letters from the Executive Engineers in charge of Delta Ranges, giving such information as they can regarding the probable number of punts, etc., required by them for the conveyance of material to the several works in their ranges, the full number could not be supplied at once even if sanctioned, and I therefore proposed to add to the floating plant only one at a time, as our demands increased for the conveyance of either stone, gravel, lime, or sand; the old plant which did well enough for the ordinary repair works of the district will of course do for the works now in progress carried on in the restricted manner proposed, but then the Company of Sappers sent here will be useless and had better be removed as they have to be paid from our estimates.

2. Colonel Orr was probably as well acquainted with the kind of work we have to do here as any one, and on his recommendation nine additional punts for carrying lime were sanctioned in G. O. of the 30th August 1870, No. 2,084, and, as he said then, if the works are to make full progress, these would not be half enough, and this we already find to be the case.

3. No plant has been transferred to this district from the Upper Godavery as yet, and from all I can learn the five punts referred to by Government are only sand punts and unfit for the conveyance of heavy stone material.

4. I beg to add it is next to impossible to hire the boats of the country at the rates we have allowed in our estimates; the stone material knocks wooden boats to pieces besides, and except in the event of war it is of course impossible to press the carriage of the district. I have already shown in the report on the Central Delta that the imports of the district have increased over 1,100 per cent., and this is the best measure of the enhanced value of the labour, and hence if we then attempted to interfere with the means of transport we should be inflicting on the country as great a scourge as a war, for we have not the means of competing otherwise with the rates of freight given by the merchants for the conveyance of produce whenever the demand for this increases largely.

5. I have already stated our estimates can only be worked up according to the rates previously existing in the districts and if the same means of transport are allowed, but they cannot afford to pay for a Company of Sappers quarrying heaps of materials which cannot be worked up for fifteen or twenty years, and I must, therefore, very reluctantly request this charge may be removed from our estimates, and the Company taken away.

From the Executive Engineer in charge of No. 1 Range, Godavery, to the Superintending Engineer, 1st Division, dated Dowlaishweram, 16th July 1872, No. 254.

In reply to your Memorandum No. 1,230, I have the honour to forward a statement showing how the boats belonging to No. 1 Range are employed, this statement shows that we have

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available to the carriage of stone (building, cyclopean, and groyne stone) twenty-two boats, the load of these boats may be taken as 12 cubic yards and the average distance material is carried as 20 miles, to do this a boat takes about seven days, and therefore we may say, that the twenty-two boats are capable of carrying 365-seven trips per year, or carrying 13,728 cubic yards of stone material in a year. I enclose a statement of the quantity of stone despatched from the quarries last year, it will be seen that the total quantity carried by Government boats was 16,623 cubic yards, this was done by the boats of No. 1 Range, assisted by a portion of those of No 3 Range.

This year in No. 1 Range the following extraordinary works have been in progress:—

- 4 Locks } on the Cocanada Canal.
- 3 Calingulahs }
- 2 Drops do. Bickavole Drain
- 1 Calingulah do. Ingerum Canal

Fortunately for four of these works, namely,—

- 1 Lock and one calingulah on the Cocanada Canal.
- 2 Drops in the Bickavole rain

I was able to procure stone from other quarries than Dowlaishweram and cart it to the sites. Again, for one lock (Covoor) I was able to get stone from Samulcottah with a water carriage of only 10 miles. Had not this been the case, it would have been impossible to have executed as much as has been done, as it is work has been much delayed from want of boats. A lock may be said to take 4,000 cubic yards of material.

Next season we shall not be able to work so favourably, nearly all the stone and material will have to be brought from Dowlaishweram, and no materials will be able to be carted from elsewhere.

I would bring to notice that little or no stone has been sent down for river protection (groynes, etc), the reason is simply that our boats have been employed in carrying stone for the extraordinary works. I have now estimates sanctioned for 8,900 cubic yards of stone for groynes, but I am unable to send the stone, no boats being available, nor can it be expected to be available with the same plant only in use that was in former years when there were no extraordinary works in progress. My opinion is that six new large punts, 72 feet by 12 feet, capable of carrying 19 yards each, or say 6,000 cubic yards in a year could be worked advantageously, and also we ought to have three more small iron punts, 35 feet by 8 feet, for the carriage of lime and sand in the range.

As Local Funds are to have plant of their own, I have not calculated on the plant required for those works.

Statement of the Quantities despatched from the Dowlaishweram Quarry, 1871-72

Nature of Materials. Cubic yards	DESPATCHED IN GOVERNMENT BOATS			DESPATCHED IN PRIVATE BOATS			Grand Total
	No 1 Range	No 3 Range	Total	No 1 Range	No 3 Range	Total	
Building stone	RS 9,387 13 0	RS 2,813 7 0	RS 12,200 4 0	RS 4,340 4 0	RS 2,145 8 0	RS 6,485 12 0	RS 18,686 0 0
Small stone or gravel	2,416 0 0	393 1 0	2,809 1 0	495 0 0	636 7 0	1,131 7 0	3,940 8 0
Cyclopean stone	877 0 0	500 4 0	1,377 4 0	..	..	..	1,377 4 0
Cut stone	75 12 0	17 4 0	93 0 0	..	..	..	93 0 0
Road gravel	74 0 0	..	74 0 0	..	..	..	74 0 0
Other stone	68 0 0	2 0 0	70 0 0	..	..	..	70 0 0
Total ..	12,898 9 0	3,725 0 0	16,623 9 0	4,835 4 0	2,781 15 0	7,617 3 0	24,240 12 0

DOWLAISHWERAM,
16th July 1872.

(Signed) H. R. MEAD, Captain, R E,
Executive Engineer, Godavery

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19th August 1872.*

Statement showing the number of Boats in use and how employed in No 1 Range, Godavery District.

Description of Boats	Number of Boats.	ON WHAT WORK USED			Remarks
		Dredging	Lime and sand	Stone.	
Iron boats without decks from 60' to 80 in length . . .	4		3	1	Bringing lime-stone from Kotair quarry Conveying lime and sand to works.
Do 35 feet in length . .	6		6		
Iron punts, decked . .	19	4	..	15	
Wooden boats without decks . .	5	..	2	3	
Do do do . .	3	..	..	3	
Total	37	4	11	22	

DOWLAISHWERAM,
16th July 1872

(Signed) H R MEAD, Captain, R E,
Executive Engineer.

From the Executive Engineer in charge of No 3 or Western Delta Range, Godavery District, to the Superintending Engineer, 1st Division, dated Parumella, 5th July 1872, No 118

WITH reference to your memorandum No 1,280 of 3rd instant, I have the honour to inform you that I did not gather from memorandum No. 1,100, which merely "communicated" G O No 1,313, that any information was asked for from me.

Of the thirteen iron decked punts in this range eight belong to dredges and may at any time have to be employed* with them. There would then be for carriage of materials to works only—

- 5 Decked iron punts } suitable for carriage of stone.
- 1 Undecked wooden boat }
- 3 Iron boats (undecked) suitable for carriage of sand and lime only.

As dhonies are at all times with difficulty hired for the carriage of stone, which knocks them about a good deal, and for a considerable part of the year are so engaged in carrying cotton, grain, etc, to Cocanada, as not to be procurable for hire at all, the boats above enumerated are quite inadequate to the wants of the range. To carry on the works without delay on account of want of carriage for materials, I require (exclusive of punts attached to dredges) at least,

For bringing lime-stone from Chagullu to kilns—iron decked punts about 60 × 10½ 2
For carriage of stone from { For groynes, etc, on Godavery do 2
Dowlaishweram and other { Imperial extraordinary works ... do. 12
quarries { Local Fund Works . . . do 4

Total decked iron punts .. 20

For carriage of lime and sand, iron undecked boats about 35 × 8 × 3 .. 6

No 306. ORDER THEREON, 19th August 1872, No. 1,968.

CIVIL WORKS, No. 20.

THE Superintending Engineer of the 1st Division will be supplied with a copy of the list of floating stock and stores already applied for to the Chief Commissioner of Nagpore and the following

*Proceedings of the Madras Government, Public Works Department,
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additional punts and boats available from the Upper Godavery Works will likewise be applied for, namely,—

6 Steel barges,	90 × 14 × 4,	to carry 48 tons
2 Wooden boats,	70 × 10 × 5,	to carry 28 „
3 Wooden flats,	35 × 8 × 2½,	to carry 6½ „
Iron steamer <i>Rose</i> ,	93 × 13 × 4,	25, nominal horse-power.
Do <i>May Flower</i> ,	92 × 9 × 4,	15, do

2. The permission of His Excellency the Commander-in-Chief will be requested for the removal of the Company of Sappers and Miners from Dowlaishweram.

3. His Lordship the Governor in Council remarks that the information called for should have been condensed by the Superintending Engineer of the 1st Division in his own report, the practice of sending copies of letters which can be dispensed with, giving unnecessary trouble in copying and in perusal. Lieutenant-Colonel Fischer's attention is drawn to G. O., 21st May 1859, re-published at page 774 of the *Gazette* of 25th May 1869.

(True Extract)

Colonel, R.E.,
Secretary to Government.

To the Acting Superintending Engineer, 1st Division.
„ Military Department

Exd. S. T. Austin.

N^o 1504

Superintending Engineer
Dowlaishweram 22nd Aug 1872

From,

Lieutenant-Colonel R. E. Fischer R.E.

Acting Superintending Engineer

To,

Colonel G. D. Walker R.E.

Secretary to Government

Madras.

Sir,
With reference to G. O. of the 11th May 1872 N^o 1313, I have the honor to forward copies of letters from the Executive Engineers in charge of Delta Ranges, giving such information as they can, regarding the probable number of punts &c. required by them for the conveyance of material to the several works in their Ranges - the full number could not be supplied at once even if sanctioned, and I therefore proposed to add to the floating Plant only and at a time, as our demands increased for the conveyance of either stone, gravel, lime, or sand, the old plant which did well enough for the ordinary repair works

works of the District will be carried on for the works now in progress carried on in the restricted manner proposed, but then the Company's Sappers and Miners will be useless and had better be removed as they have to be paid from our Estimates.

2. Colonel Orr was probably as well acquainted with the kind of work we have to do here as any one, and on his recommendation of additional funds for carrying them were sanctioned by G. O. of the 30th August 70, No. 2084 and as he said that if the works are to make full progress, these would not be half enough, and this we already find to be the case.

3. No plant has been transferred to this District from the Upper Godavary as yet, and from all I can learn, the 5 funds referred to by Government are only sand pumps and engines for the conveyance of heavy stone material.

4. I beg to add it is next to impossible to hire the boats of the Country at the rates we have allowed in our Estimates - the stone material knocks wooden boats to pieces besides; and except in the event of war, it is of course impossible to press the carriage of the District. I have already shown in the report on the Central Delta that the imports of the District have increased over 1100 per Cent, and this is the best measure of the enhanced value of the labor & money if we then attempted to interfere with the means of transport, we should be inflicting on the Country as great a scourge as a war. For, we have not the means of competing otherwise with the rates of freight given by the Merchants for the conveyance of produce whenever the demand for this increases largely.

5. I have already stated our Estimates can only be worked up to according to the rates

rates previously existing in the District,
and if the same means of transport are
allowed, but they cannot afford to pay for
a Company of laborers quarrying heaps of
Materials which cannot be worked up for 20
years, and I must therefore very reluctantly
request this charge may be removed from
our Estimates, and the Company taken away.

I have the honor to be
Sir

Your Most Obedt Servt

Wm. H. Tucker Esq. M.P.

As Superintendent Engineer 1st Division

2. also provisional estimates in the District

P. O. 1372. Depart.
Chief of Port for Madras
No. 3689.
The Superintending Engineer
1st Division.

To
The Secretary to Government
O. P. W.

Dated 22 July 1872.

Received. 29 —

No. 1504

Enclosed. ~~Letter~~

Subject

Forwards Copies of letters
from Executive Engineers in charge of
Wells Panges giving such infor-
-mation as they can, regarding the
probable number of punts &c.
required by them for the conveyance
of Material to the several works
in this Panges.

No 305

Recd to Coly 29 July 72 to all dist

No. 1968: 19 Aug 72

Public Works Department
No. 1698
Proceedings of the Madras Government
Read the following

The Sup^r Engineer 1st Div. H. E. No. 1804. 7/22nd July 1872

The Superintending
Engineer 1st Div will be
supplied with a copy
of the list of Floating
Stock and stores already
applied for to the Chief
Commissioner of Nagpur
and the following addi-
-tional Punts and Boats
available from the Upper
Godavery Works will
likewise be applied
for viz.

- 6 Steel Barges 90 x 14 x 4 to carry 48 Tons
- 2 Wooden Boats — 70 x 10 x 5. to carry 28 —
- 3 Wooden Flats — 35 x 8 x 2 1/4 to carry 6 1/2 —
- Iron Steamer "Rose" 93 x 13 x 4. 25 nominal
Horse Power —

15

Shamrock

" *Lizew*

Steam Bridge and Jolly Boat

4. Wooden Paddle Boats

1. How do do

8. Wooden Jelly Boats

3. Iron Ponto. 16 Lons

2 00 00 - 8 00

4 Wooden Glaze. 12 so

// Do Do 5 1/2

5- 50 50 2 3/4.

Punching Machine $\frac{5}{8}$ "

Centrifugal Pump 6" 5"

" 0 " " 5 "

2443 Hammer of size

39 "Black Smiths"

8 " Peruttenz

2443 Jumpers steel

Revised 14 Oct 1972

4 Powder Canisters

3639

6 Anvils 27 each

6 Blocks 4 fold

4 do 3 do

2 do 2 do

4 do singles

2 Boxes of Carpenter's tools

1 Box "Blacksmiths"

1093 Crow Bars good

9 Copper tamping bars

12 Crab winches

51 Iron work for side top Waggon

1 Appold's Centrifugal Pump

15 Pair wheels for Waggon

19 Tramway do

30 Side Lipping do

4 End do do

7-10 Low Platform waggon

5094 Iron rails of different kinds

6 Turn Lathes

C/ 3639

Govt. of (1872) Madras.

PUBLIC WORKS.

To The Superintendent Engineer
1st Division

Date 3

Page 1

Page 4

G. O. 19th Aug. No. 1968.

Nos. 305 & 306

Re: Vapour order
letter from the Superintend-
ent of the 1st Division furnishing
information as to the ad-
ditional number of
wants required for
use in the Madras