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# MADRAS RECORD OFFICE

Government of Madras

*Public Works* DEPARTMENT

|          |          |       |
|----------|----------|-------|
| G.O. No. | 2264     | Press |
| B.P. No. |          | Mis.  |
| Dated    | 15-8-195 | 0874  |

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*Proceedings of the Madras Government, Public Works Department,  
15th August 1874.*

Read the following papers:—

No. 319. From the District Engineer, Godavery, dated 8th June 1874, No. 781.

No. 422-C.

No. 320. *Note by the Chief Engineer for Irrigation.*

In G. O. of the 8th August 1873, after several separate applications for the sanction of ferry boats as a means of crossing the canals of the Godavery Delta had been made and disposed of, the District Engineers of the Godavery and Kistna were authorized to provide them when necessary.

2. The District Engineer, Godavery, in a letter, dated the 27th April 1874, No. 228, reported that he had made arrangements for the construction of fifty-five ferry boats at a cost of Rupees 20,955, and he transmitted a list of the villages at which, at the request of the Collector, they were to be placed. He also reported that he had ordered payment for five of these boats to be made from Agricultural Repair Funds, although the Order of the 5th July 1873, No. 1,739, showed that their cost was to form a capital charge against the canal concerned, and was to be met from the Ordinary Imperial grant for Agricultural Works.

3. In reply the transfer of the charge to the Minor New Works allotment was directed, and it was pointed out that there was a wide difference between the cost of the ferry boats previously sanctioned and that of the fifty-five ferry boats for which funds were asked.

4. It was not supposed when the order of the 8th August was passed that such a large number of ferry boats would be required, and the District Engineer having made no provision in his Budget Estimate for their construction no funds for the purpose are available, except under Minor New Works, which grant was intended for an entirely different purpose.

5. The present list refers only to the East and Central Deltas, and for the Western Delta probably nearly an equal number will be required. It becomes therefore necessary to take care that, while a reasonable number is sanctioned, this number should be restricted to that which is really necessary.

6. The way in which the charge is to be accounted for makes it requisite that the estimate should be prepared so as to show the canals on which the boats are to be placed; and as, looking at the sketch maps it would seem that in some cases boats are proposed to be provided for villages less than half a mile apart, so that a boat placed midway between them would be about quarter of a mile from each village, it appears to be necessary to lay down one or two rules on the subject to prevent needless expenditure in the first instance for construction of boats and afterwards for their maintenance. The following are, it is thought, reasonable:—

1st.—Ferry boats will not be provided at intervals of less than one mile. Where villages are within that distance of each other, or where the proposed crossings for such villages are not more than that distance apart, one boat will be provided midway between the latter.

2nd.—Ferry boats will not be provided within half a mile of a bridge.

*Proceedings of the Madras Government, Public Works Department.  
15th August 1874.*

3rd.—Where cattle crossings with ramps are provided, the class of ferry for foot passengers will be sungady, or raft on palmyra trees, that being the means of crossing common in the Godavery, Kistna, and neighbouring districts.

7. Estimates prepared in accordance with these rules can be sanctioned for entry in the Budget, and thereafter due provision must be made in the District Budget Estimate. The following statement should accompany the estimates which should be separate for each section of the delta :—

*Statement of Ferry-boats required for the ——— Delta, Godavery.*

| Canal. | MILEAGE.   |          | Village.<br>or<br>road. | Class of<br>boat<br>required. | EXISTING |                              | Remarks.                      |
|--------|------------|----------|-------------------------|-------------------------------|----------|------------------------------|-------------------------------|
|        | Miles.     | *Chains. |                         |                               | Boats.   | Bridges,<br>cart or<br>Boat. |                               |
| ...    | 0          | 37       | A                       | 1st.                          | —        | —                            | * 10 Chains = 1 fur-<br>long. |
| ...    | 1          | 49       | B                       | —                             | 2nd      | —                            |                               |
| ...    | 2          | 37       | C. road.                | —                             | —        | cart.                        |                               |
| ...    | 3          | 15       | D                       | 2                             | —        | —                            |                               |
| ...    | 4          | 20       | E                       | Sungady.                      | —        | —                            |                               |
|        | and so on. |          |                         |                               |          |                              |                               |

8. The present District Engineer reports that the following boats have been completed :—

|                            |           |                     |
|----------------------------|-----------|---------------------|
| 12 of the 1st class at 393 | RS. 4,716 | } at the Workshops. |
| 6 „ 2nd do. at 263         | 1,578     |                     |
| 10 „ 1st do. at 400        | 4,000     |                     |
| 10,294                     |           |                     |

and besides Rupees 1,052 have been spent on other boats, making a total of Rupees 11,346. The District Minor New Works grant cannot meet this demand, and the sum of Rupees 9,346 required to adjust liabilities already incurred must, I think, be provided, under Incomplete Works of 1873-74, from the sum at the disposal of Government for Minor New Works.

9. With regard to the greatly enhanced cost of the boats, it seems probable that those originally proposed by the Collector were of a different pattern, and as the platform boats are the most convenient for canal purposes, these latter may be allowed, but 1st class boats should be restricted to cart road crossings.

10. Lastly, it has to be noticed that the District Engineer ought not to have incurred liabilities greatly in excess of the entire Minor New Works grant of his district, and, as already noticed, in the absence of any provision whatever for the expenditure in his Budget estimates, without first ascertaining that funds were available.

OOTACAMUND, (Signed) JOHN MULLINS, Lieut.-Colonel, R.E.,  
19th June 1874. Chief Engineer for Irrigation.

No. 321. ORDER THEREON, 15th August 1874, No. 2,264.

IRRIGATION, No. 22.

UNDER the circumstances brought to notice by the Chief Engineer for Irrigation, which show that a very considerable expenditure will be required in the Godavery Delta for providing ferry

*Proceedings of the Madras Government, Public Works Department,  
15th August 1874.*

boats, the Government resolve to cancel the authorization for sanctioning locally their construction, and estimates should be submitted in the usual course for providing all that may be required for this delta.

2. The rules regulating the provision of ferry boats, as proposed by the Chief Engineer for Irrigation, are approved.

3. The sum of Rupees 9,346 required to adjust liabilities already incurred will be made available from the Minor New Works grant at the disposal of Government, and it must be observed that Lieutenant-Colonel Fischer's proceedings in incurring such liabilities were very irregular, as the Order of the 8th August 1873, No. 1,972, could only apply to the funds at his disposal, while the diversion of Agricultural Repair Funds to meet capital outlay was altogether improper.

4. His Excellency the Governor in Council desires the Collector to furnish information as to the manner in which the collections under Act I. of 1870 are appropriated. The charges under notice appear to be legitimately debitable to those funds.

(True Extract.)

Lieut.-Colonel, R.E.,  
Joint Secretary to Government.

To the District Engineer, Godavery.  
Kistna.  
" Officiating Controller of Public Works Accounts.  
" Chief Engineer for Irrigation.  
" Financial Department.  
" Revenue "

Exd S. T. Austin.  
Spare Copies

# MEMORANDUM.

The return of the

under-mentioned papers :- is requested.

- + 1 - Plan of survey <sup>referred to</sup> sanctioned in 86 N<sup>o</sup> 2203-10 August/74.
- 2 - { DC N<sup>o</sup> 1083-8 June/74 } DC N<sup>o</sup> 816-26 April/74 } sent with to Ch. Engr's N<sup>o</sup> 16  
<sup>with 6 Encl. memos</sup> <sup>with 1 Encl. mem.</sup> } printed in 86 N<sup>o</sup> 2264-  
<sup>and DC N<sup>o</sup> 990-23 May/74</sup> } 15 Aug<sup>r</sup>/74 - ~~sanctioned~~
- \* 3 - { DC N<sup>o</sup> 833-23 Nov<sup>r</sup>/72 - sent with Ch. Engr's Note printed with 86 N<sup>o</sup> 2262-  
<sup>5 Encl. of DC N<sup>o</sup> 913 of 13 May/74 disposed of in above 86</sup> } 15 Aug<sup>r</sup>/74
- 4 - DC N<sup>o</sup> 1219 of 3 July/74 with 22 Encl. disposed of in 86 N<sup>o</sup> 2269-17 Aug<sup>r</sup>/74
- 5 - 1 Estimate sanctioned in 86 N<sup>o</sup> 2285-15 August 1874 -

OFFICE OF THE CHIEF ENGINEER  
FOR IRRIGATION,

11-27-1874.

*W. H. D. M. S.*  
Head Clerk.

To

The Registrar of the *DD Sect.*

N-422C

Note by the Chief Engineer for Irrigation

In L.O. of the 8th August 1873, after several separate applications for the sanction of ferry boats as a means of crossing the canals of the Godavary delta had been made and discussed of, the District Engineer of the Godavary & Krishna were authorized to provide them when necessary.

2. The District Engineer, Godavary, in a letter dated the 27th April 1874 N-228 reported that he had made arrangements for the construction of 55 ferry boats at a cost of Rspees 20,955, and he transmitted a list of the villages at which, at the request of the Collector, they were to be placed. He also reported that he had ~~referred~~ payment for 5 of these boats to be made from Agricultural repair funds, although the order of the 5th July 1873, N-1739, showed that their cost was to form a Capital charge against the Canal concerned, and was to be met from the ordinary Imperial grant for Agricultural works.

3. In reply the transfer of the charge to the minor new works allotment was directed and it was pointed out that there was a wide difference between the cost of the ferry boats previously sanctioned and that of the 55 ferry boats for which funds were asked.

4. It was not supposed when the order of the 8th August was passed that such a large number of ferry boats would be required, and the District Engineer having made no provision in his Budget estimate for their construction no funds for the purpose are available, except under minor new works, which grant was intended for an entirely different purpose.

5. The present list refers only to the Eastern and Central Delta, and for the Western Delta probably nearly an equal number will be required. It becomes therefore necessary to take care that, while a reasonable number is sanctioned, this number should be restricted to that which is really necessary.

6. The way in which the charge

N 308 B.  
4th May

is to be accounted for makes it requisite that the estimate should be prepared so as to show the canals on which the boats are to be placed, and as looking at the sketch maps it would seem that in some cases boats are proposed to be provided for villages less than half a mile apart, so that a boat placed midway between them would be about  $\frac{1}{4}$  of a mile from each village, it appears to be necessary to lay down one or two rules on the subject to prevent needless expenditure in the first instance for construction of boats, and afterwards for their maintenance. The following are, it is thought, reasonable.

1st Ferry boats will not be provided at intervals of less than one mile. Where villages are within that distance of each other, or where the proposed crossings for such villages are not more than that distance apart, one boat will be provided midway between the latter.

2<sup>nd</sup> Ferry boats will not be provided within half a mile of a bridge.  
 3<sup>rd</sup> Where cattle crossings with ramps are provided, the class of ferry for foot passengers will be a sanga or ratt on palmyra trees, that being the means of crossing common in the Godavery, Krishna & neighbouring Districts.

7. Estimates prepared in accordance with these rules can be sanctioned for entry in the Budget, and thereafter due provision must be made in the District Budget estimate. The following statement should accompany the estimates which should be separate for each section of the Delta.

Statement of Ferry boats required for the — Delta, Godavery—

| Canal | Mileage |       | Class of boat required | Painting        |                     | Remarks                  |
|-------|---------|-------|------------------------|-----------------|---------------------|--------------------------|
|       | Mile    | Chain |                        | Boats           | Bridge cart or boat |                          |
|       | 0       | 37    | A                      | 1 <sup>st</sup> | —                   | + 10 chains = 1 furlong. |
|       | 1       | 49    | B                      | —               | 2 <sup>nd</sup>     |                          |
|       | 2       | 37    | C Road                 | —               | cart                |                          |
|       | 3       | 15    | D                      | 2               | —                   |                          |
|       | 4       | 20    | E                      | —               | —                   |                          |
|       | 4 20 m. |       |                        |                 |                     |                          |

8. The present District Engineer reports that the following boats have been completed  
 12 of the 1<sup>st</sup> class at 393 = 4716 } at the workshops  
 6 — 2<sup>nd</sup> do at 263 = 1578 }  
 10 — 1<sup>st</sup> do at 400 = 4000  
 Rupees 10,294

and besides Rupees 1052 have been spent on other boats, making a total of Rupees 11,346. The District minor new works grant cannot meet this demand, and the sum of Rupees 9,346 required to adjust liabilities already incurred must, I think, be provided, under incomplete works of 1873-74, from the sum at the disposal of Government for minor new works.

9. With regard to the greatly enhanced cost of the boats, it seems probable that those originally proposed by the Collector were of a different pattern, & as the platform boats are the most convenient for Canal purposes, these latter may be allowed.

allowed, but it claps boats should  
be restricted to cart road cross-  
ings.

10. Lastly, it has to be noticed  
that the District Engineer ought  
not to have incurred liabilities  
greatly in excess of the  
entire minor new works grant  
of his District, and, as al-  
ready noticed, in the absence  
of any provision whatever for  
the expenditure in his Budget  
estimates, without first ascer-  
taining that funds were  
available.

Ottawa 19 June 1876  
Chief Insp. for Brigade

The Secretary to Genl M &

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Regarding  
the construction of  
Ferry Boats for crossing  
the canals in the  
Godavery & Krishna  
Deltas -

Public Works Department  
Proceedings of the Madras Government  
2264 Read the following  
From the St. Cyprian Godavery (A B No 781 dated  
8 June 1874)  
"Chief Engineer for Irrigation (A B No 19 dated 19 June  
1874)

2/17

I don't like to know that  
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In the meantime the  
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Under the circumstances brought to notice by the Chief Engineer for Irrigation, which show that a very considerable expenditure will be required in the Godavery Delta for providing ferry boats, the Government resolve to cancel the authorization for sanctioning locally their construction, and estimates should be submitted in the usual course for providing all that may be required for the Delta.

2

No 320  
Res. at 10:00 A.M. 18 July/24

2. The rules, regulating the provision of ferry boats, as proposed by the Chief Engineer for Irrigation, are approved.

3. The sum of Rupees 9,346 required to adjust liabilities already incurred will be made available from the Union and works grant at the disposal of Government, and it must be observed that Lieut Colonel Fitcher's proceedings in incurring such liabilities were irregular, as the order of the 8<sup>th</sup> August 1873, No 1972, could only apply to the funds at his disposal, while the diversion of Agricultural repair funds to meet

Capital

Capital outlay was altogether improper

G.M.W. by 25/6/74

His Excellency the Governor in Council desires the Collector to furnish information as to the manner in which the

collections under Act I of 1870 are appropriated. The charges under notice appear to be legitimately debitable to these funds. Gover

and  
G.M.W.

70

The D. B. Godavery  
Kistna  
Controller P. M. W. ✓  
Chf Engr for P. B. ✓  
Financial Dept. ✓  
Revenue ✓  
S. Copies despt 20/8/74.

319-321  
Hank 15 City 18 July 1944  
Cur 20/1/4 Retd 11/1/4

*H. J. Swanwick*  
*H. B. Rotherham*

Wm. H. Thompson, Secy.  
Cincinnati, 19th June 1852.

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No 4306 V  
Govt. of Madras.  
PUBLIC WORKS.

★  
To  
The District Engineer  
Gadarey

Dated

Recd.

Encl. 8

G. O. 15 Aug 1874. No. 2264

Nos. 31 & 32

My Rafts. Papering orders

One note by the District Engineer for  
regarding the con-  
struction of boats for crossing  
the Canals in the Gadarey  
& Krishna Bellars.