

(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. 2397-98	Press
B.P. No.	Mis.
595-598	
Dated 24-8-1874 195-	

Not to be folded or roughly handled

Read the following papers:—

No. 595. From T. MOSS, Esq., Officiating Controller of Public Works Accounts, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 10th July 1874, No. 2,989.

With reference to G. O., No. 1,612, of the 16th June 1874, I have the honor to state that I have been in communication with the District Engineer, Godavery, but have not been able to ascertain, with certainty, what particular steamers are proposed to be transferred from Agricultural to Provincial.

2. The District Engineer supposes* that the steamers *Godavery*, *Wynegunga*, and *Wurdah* are referred to, and I think it may safely be assumed that the trans-

* No. 1,067 of the 4th July 1874. fer of the first mentioned steamer is at least intended, *vide* G. O., No. 188, of the 27th January 1874, in which the *Godavery* is mentioned as making experimental trips.

3. The three steamers above mentioned are, however, not on our books. According to the District Engineer they were sent out by the Secretary of State at Colonel Haig's suggestion for the purpose of developing the traffic on the Godavery. It is also said that they belong to the Upper Godavery Works, to which their cost was charged; and that though now attached to the Public Works Department of this Presidency, the steamers have not been officially transferred from the Upper Godavery.

No. 596. From Major J. BEATTY, R.E., District Engineer, Godavery, to Colonel G. W. WALKER, R.E., Chief Engineer, Public Works Department, dated Dowlaishweram, 21st July 1874, No. 1,277.

As directed in your memorandum, No. 530 of 14th instant, I have the honor to inform you that what is now wanted for traffic purposes on the river is the steamer *Godavery* and her two steel barges, together with the four steel barges now at Dumagudiem.

2. That steamer, with its two barges, is now plying on the river between Rajahmundry and Dumagudiem; but it has never been transferred to this department. Under the instructions given in G. O., No. —, of the 7th July 1874, I have applied to the Executive Engineer, 1st Barrier works, for the other four steel barges.

3. The original cost of the steamer *Godavery* and that of the steel barges is not known here; but I have applied to the Executive Engineer at Dumagudiem, and the Chief Engineer, Central Provinces, for the information, and the result shall be reported to you as soon as it is received.

4. The steamers *Wynegunga* and *Wurdah* are not needed at present; but should the traffic develop sufficiently to warrant it, one or both of them may hereafter be applied for.

5. As you may desire further information regarding the steamers now on the river, I send herewith copies of letters lately addressed to the Controller of Public

(over)

*Proceedings of the Madras Government, Public Works Department,
24th August 1874.*

Works Accounts, and the Chief Engineer, Central Provinces, containing all the particulars I have collected on the subject.

From Major J. BEATTY, R.E., District Engineer, Godavery District, to T. W. ARMSTRONG, Esq., Chief Engineer, Central Provinces, dated Dowlaishweram, 4th July 1874, No. 1,066.

As requested in your letter No. 3,667, of 15th ultimo, I have the honor to furnish you with all the information I have been able to obtain relating to the detention of the steamer *Godavery* and her two steel barges.

2. That steamer appears to have been first sent down here, by orders from Nagpore, to Mr. Vanstavern about November 1872, for the purpose of taking Colonel Rundall up to Dumagudiem and back.

3. On its return from that trip to Dumagudiem the river had fallen so low that the steamer could not return. She lay here doing nothing during the dry weather of 1873, and there is nothing on record in this office to show why she did not return to Dumagudiem in June last.

4. Colonel Fischer has been transferred to Madura, about 600 miles off, so that I am unable to communicate with him except with much delay, and in handing over charge of the district he gave me no explanation as to the authority he had for keeping and using the *Godavery* and her punts. Until receipt of your letter I was not aware that that steamer had not been formally transferred to this district.

5. Captain Barber, who has been constantly employed with the steamers, believes that when Colonel Rundall was here about Christmas 1872, he communicated with Colonel Dickens and obtained sanction for Colonel Fischer to retain the *Godavery* for transport service.

6. It is also stated by Mr. Vanstavern that when the steamer *Godavery* was about to ply on the river in last year, intimation of the fact was published by your department in the *Nagpore Gazette*. From this it was inferred that you were then aware of the detention, and considered that it had been duly authorized.

From Major J. BEATTY, R.E., District Engineer, Godavery District, to T. MOSS, Esq., Officiating Controller of Public Works Accounts, dated Dowlaishweram, 4th July 1874, No. 1,067.

In reply to your letter, No. 2,445 of 24th ultimo, I have the honor to inform you that there are no steamers on the books of this department suited for the Upper Godavery Transport Service.

2. The Upper Godavery steamers, which are apparently referred to by Colonel Dickens, and were specially sent out, at Colonel Haig's suggestion, by order of the Secretary of State for the purpose of developing the traffic on the Godavery above Dowlaishweram, are the *Godavery*, the *Wynegunga*, and the *Wurdah*.

3. These steamers are 100 horse-power nominal, and are suitable both for the river and the Upper Godavery Canal; they were each furnished with two steel barges of 90 feet by 14 feet by 4½ feet deep, drawing 2½ feet when loaded with 500 bags of rice at 164 lbs. each. These barges were trial ones, and if the Upper Godavery works had not been stopped, more would have been made up at Dumagudiem.

4. These three steamers and the six steel barges were paid for by the Upper Godavery Works, and are still on their books, having never been officially transferred to this department. They belong now to the Upper Godavery Works and not to the Central Provinces. These steamers and barges should now be transferred from the Upper Godavery Works to this department, for use on the River Transport Service, for which they were originally intended.

*Proceedings of the Madras Government, Public Works Department,
24th August 1874.*

5. To avoid the necessity for further references, I will now give you information regarding the steamers of this district, to which, in my opinion, the Government Order does not refer; they are as follows:—

I.—The *Prince*, 75 horse-power nominal, was officially transferred; is in pretty fair order, but being a broad paddle-steamer cannot go through the Upper Godavery locks, and is therefore unsuited to the transport service. She is also not a sea-going boat, as the boilers would have to be well wedged up to prevent their rocking about when she rolled. Her bottom, too, requires strengthening. She cannot be used for towing boats across the river as she uses so much firewood. But she might come in useful in case of an extraordinary fresh, to save lives by taking people off the river lunkas.

II.—The *Thistle*, 22 horse-power nominal, in good order, and best boat we have, was originally intended for the East Coast Canal; is useful for towing stone boats across the river, but unsuited to the transport service as she has not sufficient power to face the current in a fresh.

III.—The *Little Nell*, 15 horse-power nominal, is also unsuited to the transport service owing to want of power.

IV.—The *Fawn*, 8 horse-power nominal, is a small steamer, about the size of a range boat; not suited for towing boats owing to want of power, and, of course, unsuited to the transport service; was intended for the use of officers at Dumagudiem for short trips on the river and canal; may be described as a tub with vertical boilers which cannot keep up steam long, and are considered dangerous; can only drag herself along, and that not for long journeys as she cannot carry more than 3 or 4 cubic yards of firewood; is of no use to us, and it would be well to get rid of her by public auction.

V.—The *Shamrock*, 20 horse-power nominal, was sent to Bengal for famine works.

VI.—The *Rose*, 15 horse-power nominal, a worn out Upper Godavery steamer, was sold by public auction at Dowlaishweram under sanction of Nagpore Government; was bought in by this department; the worn out machinery was taken out, and the hull is under conversion to a canal barge.

VII.—The *Frank and Ada*, *Fred and May*, and *Godavery*, sister boats, of 45 horse-power condensing engines, sea-going boats, were probably intended for the Paumbem Pass. Of these the *Frank and Ada* was sent to Calcutta for the famine works, the *Godavery* was dismantled and sold by auction some years since, and the *Fred and May* was lately dismantled at Cocanada and brought up the canal to Dowlaishweram; she will probably be refitted and sent back to Cocanada for use in the harbour there. There are no other steamers here.

No. 597. ORDER THEREON, 24th August 1874, No. 2,397.

ACCOUNT, No. 42.

FROM the information contained in this letter, supplemented by the lists of floating and other plant belonging to the

Upper Godavery Works received from the Chief Commissioner of the Central Provinces in June 1872, the following would appear to be the correct detailed list of the steamers and barges which should be transferred from Agricultural to Provincial Services for the development of the navigation of the Upper Godavery, viz.:—

1. Steamer <i>Godavery</i> , with jolly boat, present value Rupees 23,000 (1872).	
2. Do. <i>Wurdah</i> " " " " " 34,500 (")	
3. Do. <i>Wynegunga</i> " " " " " 40,250 (")	

The above are steel steam tugs, of 100 horse-power nominal, built in England, with

Proceedings of the Madras Government, Public Works Department,
24th August 1874.

stern wheels. Nos. 1 and 2 were at the 3rd Barrier, Dumagudiem, the second not having been much used. No. 3 was at the 2nd Barrier, Enchampully, and has been very little used, but will not be available till floated below the 3rd Barrier. The details of the barges are as follow, viz.:—

At Dumagudiem.

4 Steel barges, present value	...	...	...	...	...	14,000
1 Do. with brass bottom	...	...	...	...	...	4,000

At Enchampully.

1 Do. barge, present value	...	...	...	...	...	3,500
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Information as to original cost of the above does not appear to be available, the prices affixed are those given in the lists received from the Central Provinces; nor is it known how their cost was originally debited.

2. Ordered that a copy of the above be forwarded to the Government of India, with reference to their letter No. 136-A. I. of 12th May.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,

Secretary to Government.

No. 598.

(Docket No. 2,393, dated 24th August 1874.)

Copy of the above forwarded to the Government of India.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

Ed. S. T. Austin.

Spare Copies

No 1066.

District Engineer's Office Godavery
Dowlaiswaram 4th July 1874

From,

Major J. Beatty R.E.

District Engineer of the Godavery

Dowlaiswaram

To,

J. M. Armstrong Esquire

Chief Engineer

Central Provinces.

Sir,

As requested in your letter No 3667 of 13th ultimo, I have the honor to furnish you with all the information I have been able to obtain relating to the detention of the steamer "Godavery" and her two steel barges.

2. That steamer appears to have been first sent down here, by orders from Nagpore to Mr. Vanstaun, about November 1872, for the purpose of taking Col. Rundle up to Dumagudiem and back.

3. On its return from that trip to Dumagudiem the steamer had fallen so low that the steamer could not return. She lay here doing nothing during the dry weather.

weather of 1873, and there is nothing on record
in this Office to show why she did not re-
turn to Damagudem in June last.

4. Col. Fisher has been transferred
to Madura, about 600 miles off, so that I am
unable to communicate with him except with
much delay, and in handing over charge of
the District he gave me no explanation as
to the authority he had for keeping and using
the "Godavery" and her punts. Until receipt
of your letter I was not aware that that
steamer had not been formally transferred
to this District.

5. Captain Barber, who has been
constantly employed with the steamers, believes
that when Col. Russell was here about
Christmas 1872, he communicated with
Col. Dickens and obtained sanction for
Col. Fisher to retain the "Godavery" for
transport service.

6. It is also stated by Mr.
Vanstaunton that when the steamer
"Godavery" was about to ply on the river
in last year, intimation of the fact was
published

published by your Department in the Mysore
Gazette. From this it was inferred that
you were then aware of the detention and
considered that it had been duly authorized.

Shave & Co.

/Signed/ J. Beatty Major R.E.

District Engineer Godavery

True Copy

J. Beatty Major R.E.
District Engineer Godavery

Godavery District
District Engr's Office, Godavery
Dowlaiswarum, 1st July/74

N^o: 1067

From,

The District Engineer
Godavery District

To,

The Controller of
Public Works Accounts
Madras.

Sir,

In reply to your letter N^o: 2445 of
21st Ultimo, I have the honor to inform you
that there are no Steamers on the books of
this Department suited for the Upper
Godavery Transport Service.

2 The Upper Godavery Steamers,
which are apparently referred to by
Col. Dickens, and were specially sent
out, at Col. Haigs suggestion, by order
of the Secretary of State, for the purpose
of developing the traffic on the Godavery
above Dowlaiswarum, are the "Godavery"
the

Mr. 4697/74.
M. J. 24 Aug/74
L. A. 596

the "Wynegunga" and the "Wurda".

3 These steamers are 100 H. P. nominal, and are suitable both for the river, and the Upper Godavery Canal; they were each furnished with two steel barges of 90 feet by 11 feet by 4 1/2 feet deep, drawing 2 1/2 feet when loaded, with 500 bags of rice at 16 1/4 lbs each.

These barges were trial ones, and, if the Upper Godavery works had not been stopped, more would have been made up at Damagudim.

4 These three steamers and the six steel barges were paid for by the Upper Godavery works, and are still on their books, having never been officially transferred to this Department. They belong now to the Upper Godavery works, and not to the Central Provinces. These steamers and barges should now be transferred from the Upper Godavery works to this Department for use on the river transport service for which they were originally

originally intended.

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5 To avoid the necessity and for further references, I will now give you information regarding the steamers of this District, to which in my opinion the G. O. does not refer; they are as follows:

1. The "Prince" 45 H. P. nominal was officially transferred; is in pretty fair order; but being a broad paddle steamer cannot go through the Upper Godavery Locks, and is therefore unsuited to the transport service. She is also not a sea-going boat, as the boilers would have to be well wedged up to prevent their rocking about when she rolled. Her bottom, too, requires strengthening. She cannot be used for towing boats across the river as she uses so much firewood.

But she might come in useful in case of an extraordinary fresh, to save lives by taking people off the river lunkas.

II The "Hurtle" 22 H. P. nominal; in

in good order and best boat we have,
was originally intended for the East
Coast Canal; is useful for towing
stone boats across the river, but unsuited
to the transport service, as she has not
sufficient power to face the current
in a fresh.

III. The "Little bell"; 15 H.P. nomi-
-nal; is also unsuited to the trans-
-port service owing to want of power.

IV. The "Haw"; 8 H.P. nominal;
is a small steamer about the size of
a Range boat; not suited for towing
boats owing to want of power, and
of course unsuited to the transport
service; was intended for the use
of officers at Damagudien for
short trips on the river and Canal;
may be described as a tub with
vertical boilers which cannot keep
up steam long, and are considered
dangerous; can only drag herself
along, and that not for long journeys
as she cannot carry more than 3 or
4 Cys.

4 Cys. of firewood; is of no use to us,
and it would be well to get rid of
her by public auction.

V. The "Shamrock"; 20 H.P. nominal
was sent to Bengal for famine works.

VI. The "Rae"; 15 H.P. nominal; a
worn out Upper Godavery steamer; was
sold by public auction at Dowlais-
warum, under sanction of Nagpore
Government; was bought in by this
Department; the worn out machinery
was taken out, and the hull is under
conversion to a canal barge.

VII. The "Frank and Ada", "Fred
and May", and "Godavery", sister boats,
of 45 H.P.; condensing engines;
sea-going boats; were probably in-
tended for the Paunbern Pass. Of
these the "Frank and Ada" was sent
to Calcutta for the Famine works;
the "Godavery" was dismantled &
sold by auction some years since;
and the "Fred and May" was lately
dismantled at Cocanada and
brought

brought up the Canal to Dowlaish-
warum; she will probably be refit-
ted and sent back to Cocanada
for use in the harbour there. There
are no other steamers here.

I have the honor to be

Yours Yrs.

Signed / J. Beatty, Major R.E.
District Engineer Godavery
/ True copy /

J. Beatty, Major R.E.
District Engineer Godavery

Enclosure in a
letter No. 1274 dated
21st July 1874 from
the District Engineer
Godavery to the
Chief Engineer P.W.
Madras
127. 24 Aug 1874
L. J. 1874.
Expd
G.B.

1274
District Eng^rs Office God^{av}
Dowlaishwarum 21st July 1874.

No. 1277

From

Major J. Beatty R.E.
District Engineer Godavery.

To

Colonel G. W. Walker R.E.
Chief Engineer D.P.W.
Madras.

Sir, As directed in your Memo.
No. 530 of 12th Instant, I have the honor
to inform you that what is now
wanted, for traffic purposes on the
river, is the Steamer "Godavery" and
her two steel barges, together with
the four steel barges now at Duma-
gudium.

2. That Steamer, with its two
barges, is now plying on the river
between Rajahmundry and Duma-
gudium; but it has never been
transferred to this Department.
Under the instructions given in G.O.
No.

No. — of the 7th July/74, I have applied to the Executive Engineer, 1st Barrier works, for the other four steel barges.

3. The original cost of the Steamer "Godavery," and that of the Steel barges, is not known here; but I have applied to the Executive Engineer at Dummagudicim, and the Chief Engineer, Central Provinces, for the information, and the result shall be reported to you as soon as it is received.

4. The Steamers "Wynegunga" and "Wurdah" are not needed at present; but should the traffic develop sufficiently to warrant it, one or both of them may hereafter be applied for.

5. As you may desire further information regarding the Steamers now on the river, I send herewith copies of letters lately addressed to the Controller of Public Works Accounts, and the Chief Engineer Central Provinces, containing all the particulars I have

Collected

collected on the subject.

I have the honor to be,

Sir,

Your most obedient Serv^t

J. Beatty. Major R.E.
District Engineer Godavery.

17
59

Office of the Controller of
D. H. Accounts
Madras 10 July 1874 299
19

No 2989

From
The Off^r Controller of
D. H. Accounts

To
The Secretary to Government
Public Works Department
Fort St George

Sir: With reference to G. O. No 1612
of the 15th June 1874, I have the
honour to state that I have been
in communication with the
District Engineer, Godavery, but
have not been able to ascertain
with certainty what particular
steamer as proposed to be
transferred from Agricultural
to Provincial.

2. The District Engineer
suggests that the steamers "Godavery",
"Karnagumma", and "Muddah", are
referred to, and I think it may
safely be assumed, that the
transfer of the first mentioned
steamer is at least intended;
vide G. O. No 188 of the 24th January
1874 in which the "Godavery"

* No 1087 of the 5th
July 1874.

P. M. 1874 D.O. No. 1667
From: 94 and 100

The District Engineer

Godavery.

To
The Chief Engineer

D. H. M.

Madras.

Dated 21st } July 1874
Recd 29 }

G. O. No 1277
of the 24th June 1874

Furnishing the
information called
for in Memo No 530
of 14th August, regarding
steamer required
for developing traffic
on the Godavery.

Mr 596

Recd 16 Aug 1874

21
299
is mentioned as making ex-
perimental trips.

3. The three steamers above
mentioned are however not on
our Books. According to the
District Engineer, they were sent
out by the Secretary of State
at Colonel Staig's suggestion
for the purpose of developing
the traffic on the Godavary.
It is also said that they belong
to the Upper Godavary Works,
to which their cost was charged;
and that though now attached
to the Public Works Department
of this Presidency, the steamers
have not been officially trans-
ferred from the Upper Godavary.

I have the honor to be
Sir

Your most obedient servant

James

Offy Controller of P. W. Accounts

JP

The Secretary to Government
P. W. Department
Fort St George

Date of 10 }
all ed 11 } July 1874

Lab. No: 2357-24-8-74.

No 2989

Following information
relative to the Pepper
Goodwin steamer
memo: 530-14th July 1874-

No 595
Delivered to City 11 July/74.

From the Off: Cont: R. R. Accts (H. E. No. 29897 10th July 179.)
 " " St Eng^r Godavery (" " " 1277 " 21st " do.)

From the information contained in the letter, supplemented by the lists of Floating and other Plant belonging to the Upper Godavery Works received from the Chief Commissioner of the Central Provinces in June 1842, the following would appear to be the correct detailed list of the Steamers and Barges which

which should be trans-
ferred from Agricultural
to Provincial Services
for the development
of the navigation of
the Upper Godavary viz:-

1. Steamer "Godavery" with Jolly Boat
Present value. Rs 28,000 - (1872)
2. Steamer "Vardah" with Jolly Boat
Present value. Rs 34,500 - (1872)
3. Steamer "Sinegunga" with Jolly Boat
Present value Rs 40,250 - (1872)

The above are steel
steamers, Engg. of 100 H.P.
nominal, built in
England; with stern
wheels. Nos 1 and 2 were
at the 3rd Barrier
Dumagudem, the 2nd
not having been much
used. No 3 was at the
2nd Barrier, Enchampully,
and

2539
and has been very
little used; but will
not be available
till floated below
the 3rd Barrier. The
details of the Barges
are as follows viz:-
at Dumagudem,

- 4 Steel Barge - present value Rs 14,000
- 1 do with brass bottom " 4,000
at Enchampully
- 1 do Barge - present value Rs 3,500.

Information as to
original cost of the
above does not appear
to be available; the
prices affixed are those
given in the List
received from the
Central Provinces.
for

nor is it known how
their cost was originally
debited.

Ordered that

a copy of the above
be forwarded to the Govt.
of India with reference
to their letter No. 136 A.I.
of 12th May.

H. E. No. 2398
dated

Copy of the above
forwarded to the
Government of India.

Copy

595-598

611/8/74, 611/8/74, 1/1

To the D. C. Godavery ✓
" Controller ✓
" Chief Engr. for Irrig. ✓
1. Copies desd 31/8/74.

25. 1. Copies desd 31/8/74.

Forwarding copy of
Proceedings passed
on the detailed list of
the Steamers & Barges
which should be trans-
ferred from Agriculture
to Provincial Service
for the development
of ~~the~~ the naviga-
tion of the Upper
Godavery -

4251
4697

Govt. of India.

PUBLIC WORKS.

To

The Secretary
Public Works
Secy. to Govt. of India

Dated.

Recd.

Encl. 2

G. O. 24 Aug 1905 No. 2395
2398

No. 595-598.

Steamers and Barges

Upper Godavari -

Passing orders on the detailed
list of the Steamers and
Barges which should be
transferred from Agricultural
and Provincial Services for
the development of the
navigation of the Upper
Godavari -