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MADRAS RECORD OFFICE

Government of Madras

Public works. DEPARTMENT

G.O. No.	811-812	Press
~~B.P. No.~~ 627-628-21.		Mis.
Dated	23-3-1874 ~~195~~ .	

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 23rd March 1874.

No. 627. Read the following letter from Lieutenant-Colonel J. F. FISCHER, R.E., District Engineer, Godavery, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Dowlaishweram, 22nd January 1874, No. 3,126:—

In continuation of this office letter No. 2,422, dated the 10th November 1873, I have the honour to forward a statement showing the boat traffic for the last calendar year passing through the canal at Doomagudem for submission to the Government.

One Statement.

2. It is often pretended there is no traffic up the Godavery except that artificially created by the works formerly constructing there, and a small traffic carried on by our steamers. This statement has been prepared to show the ordinary traffic of the country by native boats at the only point we could have a register satisfactorily kept; in addition to this, there is a large trade carrying on with all the villages on the river bank on both sides, and more particularly at Buddrachellam below Doomagudem, of which we can get no accounts.

3. The value of the boat-tonnage up and down is Rupees 1,16,211; and that of the timber Rupees 99,568, or the total, as given by this statement, is above two lakhs of rupees a year at Doomagudem alone, without taking into account at all what its value is at other points of which we can get no records; but this value is nearly equal to what the imports of the whole district were worth at Cocanada before the delta works were constructed; there is then complete proof that if similar works were established up the river, so as to let the trade and traffic reach the larger inland markets of the country, like results will certainly be obtained. I would respectfully submit, no greater mistake can be imagined than to suppose that trade and traffic can exist before means of communications have been established. Before the navigable canals were established in this district the value of exports and imports at Cocanada was only 13 lakhs of rupees, it is now considerably over 100 lakhs—it is impossible to attribute this progress to irrigation alone. The present condition of the Kurnool works,* 15 years after they had been put in hand, clearly demonstrates that something more is required in the direction and management of such projects than attention to mere ordinary elementary principles of hydraulics and levelling. One hundred and seventy-five lakhs of rupees have been spent on the Kurnool works without any results whatever, and double that sum on the Ganges canal with little better results. Less than 100 lakhs have been expended on the delta works, and in 25 years they have paid 270 lakhs into the treasury, without taking into account the 3 lakhs a year given away for Mamool pullem, have increased the exports and imports by 900 per cent., and secured the district from any fear of famine,* showing clearly on what sound principles Sir A. Cotton acted when he advised the Government to establish and to carry out such a project, and had his views regarding the management of the river been attended to, and equal facilities afforded to the

* The backward state of the Kistna works equally demonstrate this.

* The revenue has increased from 19 lakhs a year to 50 lakhs a year in the same time.

district to dispose of its produce inland, there is no reasonable doubt the area of cultivation could have been easily doubled, and the revenue increased in proportion.

4. Very much stress has been laid on the allegation often made, but without any proof to support it, that there is an insufficiency of water in the river for navigation purposes. The statement now sent shows that out of 243 boats passing up the river in the year, 127, or nearly 50 per cent., went up during December, January, February, March and April. There was a falling off in May, but the traffic immediately revived in June, but was not so large in the monsoon months, showing that the current of the river at this season is a far more serious obstacle to the navigation than any deficiency in the available water-supply.

5. As this statement shows clearly that a valuable trade already exists on the river, that the water-supply is sufficient for all the requirements of ordinary trade and traffic throughout the year, that even without steam power it is quite possible to carry on navigation by ordinary native means, I trust the Government will now be pleased to let us make arrangements to work the steamers from the 1st July next, and to give due notice of the same.

Return of Boats, etc., passed up and down through Canal in 1873.

Months.	Passed up.			Passed down.			Timber down.	
	No. of Boats.	Tonnage.	Value.	No. of Boats.	Tonnage.	Value.	No. of Logs.	Value.
			Rs.			Rs.		Rs.
January ...	23	120	8,577	37	60	2,384	2,634	10,536
February ...	29	88¾	5,288	32	22	1,215	7,597	34,186
March ...	22	77	5,680	23	48½	2,448	1,831	8,253
April ...	24	51	3,520	26	58	4,099	3,362	15,129
May ...	15	16¾	787	14	18½	562	2,863	12,883
June ...	26	46¾	2,712	21	71	3,153	.....	.....
July ...	19	112	5,445	27	167	6,674	.....	.....
August ...	19	140	7,576	13	93	4,278	.....	.....
September ...	10	187	6,401	10	20	1,369	.....	.....
October ...	11	55	7,461	17	28	3,628	.....	.....
November ...	16	144	9,487	11	54	2,867	3,186	14,337
December ...	29	230	14,309	24	50	6,291	1,027	4,244
Total...	243	1,268¼	77,243	255	690	38,968	22,500	99,568

Remarks.—A large number of boats passed down through the canal, some empty and others partially loaded; these boats were engaged to be loaded up at Buddrachellam and other places on the river. Others again were loaded with salt, which was sold at different places up river, and with the money or produce realized was again exchanged for other produce at places below Doomagudem saleable in the lower district.

Some trips were made by the steamer, but as I did not receive freight lists they are not entered.

Doomagudem,
12*th January* 1874.

(Signed) T. VANSTAVERN,
Executive Engineer, 1st Barrier Division.

Proceedings of the Madras Government, Public Works Department, 23rd March 1874.

No. 628. Order thereon, 23rd March 1874, No. 811.

ACCOUNT, No. 35.

His Excellency the Governor in Council is gratified to receive such an encouraging report of the traffic on the Godavery. He has already authorized* the resumption of the experimental trips with steamers as early as practicable next year. Copy of the District Engineer's letter and of the traffic return submitted with it will be forwarded for the information of the Government of India, with reference to their letter of inquiry No. 318-A. I. of 4th December 1873.

* G. O., No. 254, dated 3rd February 1874.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

No. 629. (Docket No. 812, dated 23rd March 1874.)

Copy of the above forwarded to the Government of India, with Proceedings No. 254, dated 3rd February 1874.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Spare Copies

No. 3126

5C

GODAVERY DISTRICT.

DISTRICT ENGINEER'S OFFICE

DOWLAISHWARUM, 22 January 1874

FROM Lieutenant Colonel J. S. Fischer R.E.
DISTRICT ENGINEER,
GODAVERY DISTRICT.

TO

Colonel G. W. Walker R.E.
Secretary to Government
Madras.

ENCLO. 1

Sir,

In continuation of this Office letter No. 2422 dated the 10th November 1873, I have the honor to forward a statement shewing the boat traffic for the last Calender year passing thro' the Canal at Doomagudem for submission to the Government.

2 It is often pretended there is no traffic up the Godavery except that artificially created by the works formerly constructing there and a small traffic carried on by our Steamers This Statement has been prepared to show the ordinary Traffic of the Country by Native Boats at the only point we could have a Register satisfactorily kept; in addition to this, there is a large trade carrying on with all the Villages on the River bank on both sides and more particularly at Buddrachellam below Doomagudem, of which we can get no accounts.

3 The value of the boat tonnage up and down is Rs 1,16,211, and that of the timber Rs 99,568, or the total as given by this

Statement, is above 2 Lacs of Rupees a year, at Dowmagudem alone, without taking into account at all, what its value is at other points of which we can get no records, but this value is nearly equal to what the imports of the whole District were worth at Cocanada before these works were constructed, there is then complete proof, that, if similar works were established up the river so as to let the trade and traffic reach the larger inland markets of the Country, like results will certainly be obtained. I would respectfully submit, no greater mistake can be imagined than to suppose that, trade and traffic can exist before means of Communications have been established; before the navigable Canals were established in this District, the value of Exports and Imports at Cocanada was only 13 Lacs of Rupees; it is now considerably over 100 Lacs, it is impossible to attribute this progress to irrigation alone. The present condition of the Kurnool works[x] 15 years after they had been put in hand clearly demonstrates that some thing more is required in the direction & management of such projects than attention to mere ordinary elementary principles of Hydraulics and Levelling. One hundred and seventy five Lacs of Rupees have been spent on the Kurnool works without any results whatever, and double that sum on the Ganges Canal with little better results. Less than one hundred Lacs have been expended on these works, and in 25 years they have paid 270 Lacs into the Treasury

[x] The Kurnool State of the Nizam's Country adjoins the Kurnool Cuddapah District. H.C.

without taking into account the 3 Lacs of a year given away for Mannoob pullens. These increased the Exports and Imports by 900 per cent, and secured the District from any fear of famine,[+] shewing clearly on what sound principles Sir A. Cotton acted when he advised the Government to establish and to carry out such a project, and had his views regarding the management of the river been attended to, and equal facilities afforded to the District to dispose of its produce inland, there is no reasonable doubt the area of cultivation could have been easily doubled and the revenue increased in proportion

4 Very much stress has been laid on the allegation often made, but without any proof to support it, that there is an insufficiency of water in the River for navigation purposes. The Statement now sent shews, that out of 243 boats passing up the river in the year, 127, or nearly 50 per cent went up during December, January, February, March and April. There was a falling off in May but the traffic immediately revived in June but was not so large in the monsoon months, shewing that the current of the river at this season is a far more serious obstacle to the navigation, than any deficiency in the available water supply.

5 As this Statement shews clearly that a valuable trade already exists on the River, that the water supply is sufficient for all the requirements of ordinary trade and traffic throughout the

[+] The Famines have been in Nizam's Country & Mysore & Bellary & Cuddapah & Kurnool districts. H.C.

year, that even without steam power it is quite possible to carry on navigation by ordinary native means, I trust the Government will now be pleased to let us make arraingements to work the Steamers from the 1st July next, and to give due notice of the same.

I have the honor to be
Sir
Your Most Obdt Servant
(Sd:) H. Hughes Lieut. Col. R.E.
District Engineer Godavery

Dr 1874 Dept
From Govt Fortmark
No 492
The District Engineer
Godavery

&c,
The Secretary to Govern
Public Works Departm
Dated 2d January 1874 Madras
Received 27 = No 3126

Encld &c

Forwards a Statement showing the boat Traffic for the last Calender year passing thro the Canal at Dummagudium with Certain remarks on the Ordinary Traffic of the Country already existing by native Boats.

No 811-812-23-3-74.

No 627
Cir 4 Feb 1874

Enclosed is a letter No. 3126
dated 22 January 1874 from the
Director of Public Instruction to the
Secretary to Government of
Madras.

No. 49 dated 24 March 1874
from the Govt. of Madras
No. 1624

Agreed with
the objects of the investigation
proposed in connection
with

Return of Boats &c^a passed up and down through Canals in 1873.

Months	Passed up No. of Boats	Tonnage	Value	Passed down No. of Boats	Tonnage	Value	Timber down No. of Logs	Value	Remarks
January	23	120	8577	37	60	2384	2634	10536	A large number of Boats passed down through the Canals some empty and others partially loaded. these Boats were engaged to be loaded up at Buenaventura and other places on the River. Others again were loaded with salt which was sold at different places up river and with the money or produce realized was again exchanged for other produce at places below Dumaguete saleable in the lower District.
Febuary	29	88¾	5288	32	22	1215	7597	34186	
March	23	77	5680	23	48½	2448	1831	8253	
April	24	51	3520	26	58	4099	3362	15129	
May	15	16¾	787	14	18½	562	2863	12883	
June	26	46¾	2712	21	71	3153	.	.	
July	19	112	5445	27	167	6674	.	.	
August	19	140	7576	13	93	4278	.	.	
September	10	187	6401	10	20	1369	.	.	Some trips were made by the Steamer Cebu as I did not receive freight Lists, they are not entered
October	11	55	7461	17	28	3628	.	.	
November	16	144	9487	11	54	2867	3186	14337	
December	29	230	14309	24	50	6291	1027	4244	
	246	1,268¾	77,245	255	690	38,968	22,563	99,568	

Dumaguete
12th January 1874

(Signed) N. Tinsteaman
Executive Engineer
1st Bisayas Division

(True Copy)

Wm. T. Tichnor Lieut. R.E.
District Engineer Cebu

I think that this paper should be widely published. It is as gratifying as it is accurate.

I fear that little or nothing can be done with Navigation above the Ancient on the Kinchen but I have never heard that the River and its adjacent banks have been examined and reported on with the view. Their feature should form one of the objects of the investigation proposed in connection with

The papers relating to Paris are with H. E. the Governor.

with the papers on Sir Arthur Cotton's proposals.

But surely the time has come for thoroughly Examining the question of Navigation on the Kurnool Canal. With a great river at the head and Railway stations at the tail, a fine Navigable canal passing through a fertile country for 150 miles upwards should & must become a great highway of traffic and a most important auxiliary to inland Commerce.

I was told by Mr. Cottam that the development of the navigable facilities given by the irrigation works is a mere matter of money and that one lakh spent on plant would suffice to set the thing a going that the maximum amount to put this line of inland navigation on an efficient footing would be 5 lakhs. Surely such a charge should create no difficulty Sir Arthur however that the start must be made by the Company or at Government Cost - at least for some years to come.

They suggest that we call on the Company's Engineer & Chief Engineer for Irrigation to report as early as possible on

in Communication with the Masters of Kurnool & Cuddapah what measures are necessary so as to extend the usefulness of the Company's works in the direction of Irrigation

492

f/2 MR

I would cm. the Letter to the Chief Engr. for Irrigation Secy with a view to the report on the Irrigation aspect of the Kurnool Canal

Col

P. W. D.

Proceedings of the Madras Government,

Under date the 187 .

From the Dist Engr Godavery

Read the following:—

RE No. 3126 dated 22nd Janry 1874.

His Excellency the Governor in Council is gratified to receive such an encouraging report of the traffic on the Godavery, and has already authorized the resumption of the experimental trips with steamers as early as practicable next year.

Copy of the Dist. Engrs letter and

f/2

G.O. No. 254 dy 3d Feb/74.

521

Dist. Engr Godavery
Chief Engr for Irrs.
21 Revr Depth

end of the Trans-
lic Return sub-
mitted with it,
will be forwarded
ed for the in-
formation of the
Govt of India
with reference
to their letter
of inquiry 2n: 318 AI
of 4 Dec 73.—

Govt

Docket No. 812 J

Copy of the above
forwarded to the Govt of
India with Proceedings
No 254 dated 3d. Feb: 74.

Despe with Encl & Copy of
Govt 254 of 1874, 26/3/74.

627-629

Nov 16. J. D. Sim (.SS
with list of steamers
in coasting trade, for
forwarded
Dy Sup. Govt
Ch: Sup. for Info
Rev. Dept
Despatch 1-c 26/3/74

P Pmr Stmr
Traffic 12/3.

Forwarding Copy of
Proceedings passed
on the report of Steame
traffic on Godavery
and [redacted] a statem
of Traffic for 1873

492 ✓

☆

Govt. of {1874} Madras.

PUBLIC WORKS.

To the District Engr
Godavery
&
To the Secretary to the
Govt of India

ated

d. Encl. /

G. O., 23rd March 1874 No. 811 & 812

Nos. 629-628 & 629

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ners (Godavery Dt)

ing orders on the
Steamer hire
Godavery for

Ch. Feby/74