

- (1) பக்கங்களின் எண்ணிக்கை \_\_\_\_\_  
(2) புதுக்கித திருப்பிய நாள் \_\_\_\_\_  
(3) ஆதாரங்குறிப்பவா சுருக்கொப்பம் \_\_\_\_\_

## தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

சுப்பிரமணியன் துறை

|                                      |                         |                  |
|--------------------------------------|-------------------------|------------------|
| அரசாணை எண்.<br>மு. கோப்புத் தாள எண். | 3139<br>B.no. (100.101) | அச்சகம்<br>பலவகை |
| நாள் :                               | 2.11.1875               | 198 .            |

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

No. 100      Read the following letter from Major J BEATTY, R E, Superintending Engineer, Godavery District, to Major-General G W WALKER, R E, Secretary to Government, Public Works Department, dated Dowlaishweram, 19th October 1875, No 2,154 —

I HAVE the honor to forward, herewith, two statements showing the cost of running the steamers *Godavery* and *Wundah* between Rajahmundry and Tarlagudem, from 28th June to 3rd October 1875, together with two statements showing the details of income derived during that time, which show a net profit of Rupees 934-2-7

Four Statements

Statement showing the Expenditure on Steamer "Godavry" and the Charges on Government for its working during the Months of June, July, and August 1875

| Number of Trips                                                 | ACTUAL EXPENSES ON WORKING DAYS |                   |                     |                                  |                        |                          | EXPENSES ON IDLE DAYS |                 |                            |                            |                           | Total of Columns 5 and 10 showing the cost of each Trip                                                                                        | Remarks                                                                                                                                                       |
|-----------------------------------------------------------------|---------------------------------|-------------------|---------------------|----------------------------------|------------------------|--------------------------|-----------------------|-----------------|----------------------------|----------------------------|---------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                 | Wages                           | Fuel              | Stores of all kinds | Total of Wages, Fuel, and Stores | Number of Days worked. | Daily Charge for working | Wages.                | Repairs         | Total of Wages and Repairs | Number of Days lying idle. | Daily Charge on idle Days |                                                                                                                                                |                                                                                                                                                               |
|                                                                 |                                 |                   |                     |                                  |                        |                          |                       |                 |                            |                            |                           |                                                                                                                                                |                                                                                                                                                               |
| 1                                                               | 3                               | 3                 | 4                   | 5                                | 6                      | 7                        | 8                     | 9               | 10                         | 11                         | 12                        | 13                                                                                                                                             |                                                                                                                                                               |
| First trip, from 26th June to 9th July 1875<br>Income derived   | RS A P<br>76 10 0               | RS A P<br>201 8 9 | RS A P<br>33 14 3   | RS A P<br>312 1 0                | 7½                     | RS A P<br>43 8 8         | RS A P<br>51 10 11    | RS A P<br>0 4 0 | RS A P<br>51 14 11         | 4½                         | RS A P<br>10 11 41        | RS A P<br>363 15 11<br>415 4 4<br>81 4 5<br>406 8 5<br>524 2 5<br>117 10 0<br>332 9 2<br>509 15 9<br>187 7 7<br>413 12 1<br>97 9 9<br>483 14 9 | As per details annexed<br>Profit<br>As per details annexed<br>Profit<br>As per details annexed<br>Profit<br>As per details annexed<br>Profit<br>Total profit. |
| Second trip, from 10th to 20th July 1875.<br>Income derived     | 70 12 7                         | 163 0 0           | 120 5 5             | 354 2 0                          | 6½                     | 55 14 7                  | 52 2 5                | 0 4 0           | 52 6 5                     | 4½                         | 11 3 8                    |                                                                                                                                                |                                                                                                                                                               |
| Third trip, from 21st July to 5th August 1875<br>Income derived | 82 0 8                          | 193 6 6           | 13 11 2             | 281 2 2                          | 7½                     | 39 3 4                   | 101 3 0               | 0 4 0           | 101 6 0                    | 8½                         | 11 7 7                    |                                                                                                                                                |                                                                                                                                                               |
| Fourth trip, from 6th to 14th August 1875.<br>Income derived    | 75 4 8                          | 184 12 0          | 19 1 8              | 279 3 4                          | 6½                     | 11 10 7                  | 33 2 6                | 3 14 6          | 37 1 0                     | 2½                         | 13 7 7                    |                                                                                                                                                |                                                                                                                                                               |
| Total                                                           | 304 11 11                       | 734 11 3          | 137 0 4             | 1226 7 6                         | 26½                    | 15 9 1                   | 233 1 10              | 4 10 0          | 243 12 4                   | 21½                        | 11 8 3                    |                                                                                                                                                |                                                                                                                                                               |

\* Includes Rupees 101 for coir rope received from Calcutta.

DOWLAISHYRAM,  
10th September 1875(Signed) A J CHANCELLOR,  
Assistant Engineer(Signed) J BEATTY, Major, R E,  
Acting Superintending Engineer, Godavry DistrictProceedings of the Madras Government, Public Works Department,  
4th November 1875.

Statement showing the Expenditure on Steamers "Godavry" and "Wardah," and the Charges on Government for its working during the Months of August, September, and October 1875

| Number of Trips                                                        | ACTUAL EXPENSES ON WORKING DAYS |                    |                     |                                  |                       |                          | EXPENSES ON IDLE DAYS |                 |                            |                           |                           | Total of Columns 5 and 10 showing the Cost of each Trip                                                                                                                               | Remarks                                                                                                                                                                                          |
|------------------------------------------------------------------------|---------------------------------|--------------------|---------------------|----------------------------------|-----------------------|--------------------------|-----------------------|-----------------|----------------------------|---------------------------|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                        | Wages                           | Fuel               | Stores of all kinds | Total of Wages, Fuel, and Stores | Number of Days worked | Daily Charge for working | Wages                 | Repairs         | Total of Wages and Repairs | Number of Days lying idle | Daily Charge on idle Days |                                                                                                                                                                                       |                                                                                                                                                                                                  |
|                                                                        |                                 |                    |                     |                                  |                       |                          |                       |                 |                            |                           |                           |                                                                                                                                                                                       |                                                                                                                                                                                                  |
| 1                                                                      | 2                               | 3                  | 4                   | 5                                | 6                     | 7                        | 8                     | 9               | 10                         | 11                        | 12                        | 13                                                                                                                                                                                    |                                                                                                                                                                                                  |
| Fifth trip, from 15th to 27th August 1875<br>Income derived            | RS A P<br>81 2 4                | RS A P<br>137 14 6 | RS A P<br>22 12 3   | RS A P<br>241 13 1               | 6½                    | RS A P<br>35 13 2        | RS A P<br>75 2 3      | RS A P<br>0 4 0 | RS A P<br>75 6 3           | 6½                        | RS A P<br>12 1 0          | RS A P<br>317 3 4<br>500 3 11<br>183 0 7<br>343 15 4<br>489 6 4<br>145 7 0<br>438 4 7<br>512 10 6<br>74 5 11<br>379 7 6<br>426 13 10<br>47 6 4<br>1,478 14 9<br>1,929 3 7<br>450 3 10 | As per details annexed<br>Profit<br>As per details annexed<br>Profit<br>As per details annexed<br>Profit<br>As per details annexed<br>Profit<br>As per details annexed<br>Profit<br>Total profit |
| Sixth trip, from 28th August to 7th September 1875<br>Income derived   | 86 1 1                          | 193 0 6            | 10 6 11             | 294 8 6                          | 7                     | 42 1 2                   | 49 2 10               | 4 0             | 49 6 10                    | 4                         | 12 5 8                    |                                                                                                                                                                                       |                                                                                                                                                                                                  |
| Seventh trip, from 8th to 21st September 1875<br>Income derived        | 99 9 7                          | 229 3 0            | 34 8 10             | 363 5 5                          | 8                     | 45 6 8                   | 74 11 2               | 0 4 0           | 74 15 2                    | 6                         | 12 7 10                   |                                                                                                                                                                                       |                                                                                                                                                                                                  |
| Eighth trip, from 22nd September to 3rd October 1875<br>Income derived | 91 9 5                          | 213 8 0            | 17 10 6             | 322 11 11                        | 7½                    | 43 8 3                   | 56 9 7                | 0 2 0           | 56 11 7                    | 4½                        | 12 6 0                    |                                                                                                                                                                                       |                                                                                                                                                                                                  |
| Total                                                                  | 339 6 5                         | 778 10 0           | 85 6 6              | 1,222 6 11                       | 29½                   | 41 14 7                  | 255 9 10              | 0 14 0          | 256 7 10                   | 20½                       | 12 5 0                    |                                                                                                                                                                                       |                                                                                                                                                                                                  |

GODAVRY,  
7th October 1875(Signed) J BEATTY, Major, R E,  
Acting Superintending Engineer, Godavry District(Signed) A J CHANCELLOR,  
Assistant Engineer, in charge No 1 Range, Godavry

Proceedings of the Madras Government, Public Works Department,  
4th November 1875.

## DETAILS OF CHARGES ON GOODS CARRIED

| PARTICULARS OF TRIP | No | Whether up or down | Gallies. |               | Deer Horns and Skins. |        | Tobacco |         | Cloths |         | Rice |        | Wheat. |        | Salt |         | Jaggery |        |
|---------------------|----|--------------------|----------|---------------|-----------------------|--------|---------|---------|--------|---------|------|--------|--------|--------|------|---------|---------|--------|
|                     |    |                    | Tons     | Amount.       | Tons                  | Amount | Tons    | Amount. | Tons   | Amount. | Tons | Amount | Tons   | Amount | Tons | Amount. | Tons    | Amount |
| 1                   | Up | ...                | ...      | ...           | ...                   | ...    | ...     | ...     | ...    | ...     | ...  | ...    | ...    | ...    | ...  | ...     | ...     | ...    |
|                     |    | Down               | 29 1/2   | 113 0 3 5 1/2 | 22 4 5                | ...    | ...     | ...     | ...    | ...     | ...  | ...    | ...    | ...    | ...  | ...     | ...     | ...    |
|                     |    | Total              | 29 1/2   | 113 0 3 5 1/2 | 22 4 5                | ...    | ...     | ...     | ...    | ...     | ...  | ...    | ...    | ...    | ...  | ...     | ...     | ...    |
| 2                   | Up | ...                | ...      | ...           | ...                   | ...    | ...     | ...     | ...    | ...     | ...  | ...    | ...    | ...    | ...  | ...     | ...     | ...    |
|                     |    | Down               | 33 1/2   | 123 6 1 1 1/2 | 5 7 5                 | ...    | ...     | ...     | ...    | ...     | ...  | ...    | ...    | ...    | ...  | ...     | ...     | ...    |
|                     |    | Total              | 33 1/2   | 123 6 1 1 1/2 | 5 7 5                 | ...    | ...     | ...     | ...    | ...     | ...  | ...    | ...    | ...    | ...  | ...     | ...     | ...    |
| 3                   | Up | ...                | ...      | ...           | ...                   | ...    | ...     | ...     | ...    | ...     | ...  | ...    | ...    | ...    | ...  | ...     | ...     | ...    |
|                     |    | Down               | ...      | ...           | ...                   | ...    | ...     | ...     | ...    | ...     | ...  | ...    | ...    | ...    | ...  | ...     | ...     | ...    |
|                     |    | Total              | ...      | ...           | ...                   | ...    | ...     | ...     | ...    | ...     | ...  | ...    | ...    | ...    | ...  | ...     | ...     | ...    |
| 4                   | Up | ...                | ...      | ...           | ...                   | ...    | ...     | ...     | ...    | ...     | ...  | ...    | ...    | ...    | ...  | ...     | ...     | ...    |
|                     |    | Down               | ...      | ...           | ...                   | ...    | ...     | ...     | ...    | ...     | ...  | ...    | ...    | ...    | ...  | ...     | ...     | ...    |
|                     |    | Total              | ...      | ...           | ...                   | ...    | ...     | ...     | ...    | ...     | ...  | ...    | ...    | ...    | ...  | ...     | ...     | ...    |

## Statement showing the Details of Income derived by Steamer "Godavery" running between Dowlashwaram and Doomagoodiem — (Continued)

## DETAILS OF CHARGES ON GOODS CARRIED — (Concluded)

| PARTICULARS OF TRIP | No | Whether up or down | Fruit |        | Coconuts |        | Hemp |        | Grains |        | Wood |        | Sundry Goods |        | Total |        |
|---------------------|----|--------------------|-------|--------|----------|--------|------|--------|--------|--------|------|--------|--------------|--------|-------|--------|
|                     |    |                    | Tons  | Amount | Tons     | Amount | Tons | Amount | Tons   | Amount | Tons | Amount | Tons         | Amount | Tons  | Amount |
| 1                   | Up | ...                | ...   | ...    | ...      | ...    | ...  | ...    | ...    | ...    | ...  | ...    | ...          | ...    | ...   | ...    |
|                     |    | Down               | ...   | ...    | ...      | ...    | ...  | ...    | ...    | ...    | ...  | ...    | ...          | ...    | ...   | ...    |
|                     |    | Total              | ...   | ...    | ...      | ...    | ...  | ...    | ...    | ...    | ...  | ...    | ...          | ...    | ...   | ...    |
| 2                   | Up | ...                | ...   | ...    | ...      | ...    | ...  | ...    | ...    | ...    | ...  | ...    | ...          | ...    | ...   | ...    |
|                     |    | Down               | ...   | ...    | ...      | ...    | ...  | ...    | ...    | ...    | ...  | ...    | ...          | ...    | ...   | ...    |
|                     |    | Total              | ...   | ...    | ...      | ...    | ...  | ...    | ...    | ...    | ...  | ...    | ...          | ...    | ...   | ...    |
| 3                   | Up | ...                | ...   | ...    | ...      | ...    | ...  | ...    | ...    | ...    | ...  | ...    | ...          | ...    | ...   | ...    |
|                     |    | Down               | ...   | ...    | ...      | ...    | ...  | ...    | ...    | ...    | ...  | ...    | ...          | ...    | ...   | ...    |
|                     |    | Total              | ...   | ...    | ...      | ...    | ...  | ...    | ...    | ...    | ...  | ...    | ...          | ...    | ...   | ...    |
| 4                   | Up | ...                | ...   | ...    | ...      | ...    | ...  | ...    | ...    | ...    | ...  | ...    | ...          | ...    | ...   | ...    |
|                     |    | Down               | ...   | ...    | ...      | ...    | ...  | ...    | ...    | ...    | ...  | ...    | ...          | ...    | ...   | ...    |
|                     |    | Total              | ...   | ...    | ...      | ...    | ...  | ...    | ...    | ...    | ...  | ...    | ...          | ...    | ...   | ...    |

Proceedings of the Madras Government, Public Works Department,  
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Statement showing the Details of Income derived by Steamer "Godavery" running between Doctashuerrum and Doomagoodem — (Concluded)

DETAILS OF THE AMOUNT OF TRAFFIC.

| No    | Whether up or down | Passengers, 1st class |          | Passengers, 2nd class |         | Passengers, 3rd class |         | Cabins |         | Cattle or Animals |         | Towing Boats |         | Miscellaneous |         | Total |         | Grand Total |         |
|-------|--------------------|-----------------------|----------|-----------------------|---------|-----------------------|---------|--------|---------|-------------------|---------|--------------|---------|---------------|---------|-------|---------|-------------|---------|
|       |                    | No                    | Amount   | No                    | Amount  | No                    | Amount  | No     | Amount  | No                | Amount  | No           | Amount  | No            | Amount  | No    | Amount  | No          | Amount  |
| 1     | Up                 | 1                     | 16 14 0  | ..                    | ..      | ..                    | ..      | ..     | ..      | ..                | ..      | ..           | ..      | ..            | ..      | ..    | ..      | ..          | ..      |
|       | Down               | 1                     | 16 14 0  | ..                    | ..      | ..                    | ..      | ..     | ..      | ..                | ..      | ..           | ..      | ..            | ..      | ..    | ..      | ..          | ..      |
|       | Total              | 2                     | 16 19 4  | ..                    | ..      | ..                    | ..      | ..     | ..      | ..                | ..      | ..           | ..      | ..            | ..      | ..    | ..      | ..          | ..      |
| 2     | Up                 | 1                     | 9 210 2  | ..                    | ..      | ..                    | ..      | ..     | ..      | ..                | ..      | ..           | ..      | ..            | ..      | ..    | ..      | ..          | ..      |
|       | Down               | 1                     | 9 210 2  | ..                    | ..      | ..                    | ..      | ..     | ..      | ..                | ..      | ..           | ..      | ..            | ..      | ..    | ..      | ..          | ..      |
|       | Total              | 2                     | 9 210 2  | ..                    | ..      | ..                    | ..      | ..     | ..      | ..                | ..      | ..           | ..      | ..            | ..      | ..    | ..      | ..          | ..      |
| 3     | Up                 | 1                     | 25 4 7 6 | ..                    | ..      | ..                    | ..      | ..     | ..      | ..                | ..      | ..           | ..      | ..            | ..      | ..    | ..      | ..          | ..      |
|       | Down               | 1                     | 25 4 7 6 | ..                    | ..      | ..                    | ..      | ..     | ..      | ..                | ..      | ..           | ..      | ..            | ..      | ..    | ..      | ..          | ..      |
|       | Total              | 2                     | 25 4 7 6 | ..                    | ..      | ..                    | ..      | ..     | ..      | ..                | ..      | ..           | ..      | ..            | ..      | ..    | ..      | ..          | ..      |
| 4     | Up                 | 1                     | 10 0 0   | ..                    | ..      | ..                    | ..      | ..     | ..      | ..                | ..      | ..           | ..      | ..            | ..      | ..    | ..      | ..          | ..      |
|       | Down               | 1                     | 10 0 0   | ..                    | ..      | ..                    | ..      | ..     | ..      | ..                | ..      | ..           | ..      | ..            | ..      | ..    | ..      | ..          | ..      |
|       | Total              | 2                     | 10 0 0   | ..                    | ..      | ..                    | ..      | ..     | ..      | ..                | ..      | ..           | ..      | ..            | ..      | ..    | ..      | ..          | ..      |
| Total |                    | 10                    | 100 0 0  | 100                   | 100 0 0 | 100                   | 100 0 0 | 100    | 100 0 0 | 100               | 100 0 0 | 100          | 100 0 0 | 100           | 100 0 0 | 100   | 100 0 0 | 100         | 100 0 0 |

(Signed) A J CHANCELLOR,  
Assistant Engineer

(Signed) J BEATTY, Major, R.E.,  
Ag Supg Engr, Godavery District

Down Ashuerrum,  
10th September 1875

Proceedings of the Madras Government, Public Works Department,  
4th November 1875.

Statement showing the Details of Income derived by Steamer "Godavery" running between Doctashuerrum and Doomagoodem

DETAILS OF CHARGES ON GOODS CARRIED

| PARTICULARS OF TRIP. |                    | Gallants |         | Deer Horns and Skins. |        | Tobacco |        | Cloths |        | Rice |        | Wheat |        | Salt |        | Jaggery |        |
|----------------------|--------------------|----------|---------|-----------------------|--------|---------|--------|--------|--------|------|--------|-------|--------|------|--------|---------|--------|
| No                   | Whether up or down | Tons     | Amount  | Tons                  | Amount | Tons    | Amount | Tons   | Amount | Tons | Amount | Tons  | Amount | Tons | Amount | Tons    | Amount |
| 5                    | Up                 | ..       | ..      | ..                    | ..     | ..      | ..     | ..     | ..     | ..   | ..     | ..    | ..     | ..   | ..     | ..      | ..     |
|                      | Down               | 3 1/2    | 19 8 11 | 1/2                   | 0 10 3 | ..      | ..     | 1/2    | 0 12 1 | 12   | 80 6 6 | 1 1/2 | 9 6 9  | ..   | ..     | 1 1/2   | 7 15 5 |
|                      | Total              | 3 1/2    | 19 8 11 | 1/2                   | 0 10 3 | ..      | ..     | 1/2    | 0 12 1 | 12   | 80 6 6 | 1 1/2 | 9 6 9  | ..   | ..     | 1 1/2   | 7 15 5 |
| 6                    | Up                 | ..       | ..      | ..                    | ..     | ..      | ..     | ..     | ..     | ..   | ..     | ..    | ..     | ..   | ..     | ..      | ..     |
|                      | Down               | 3 1/2    | 14 9 9  | 1/2                   | 0 10 8 | ..      | ..     | 1/2    | 0 12 1 | 12   | 80 6 6 | 1 1/2 | 9 6 9  | ..   | ..     | 1 1/2   | 7 15 5 |
|                      | Total              | 3 1/2    | 14 9 9  | 1/2                   | 0 10 8 | ..      | ..     | 1/2    | 0 12 1 | 12   | 80 6 6 | 1 1/2 | 9 6 9  | ..   | ..     | 1 1/2   | 7 15 5 |
| 7                    | Up                 | ..       | ..      | ..                    | ..     | ..      | ..     | ..     | ..     | ..   | ..     | ..    | ..     | ..   | ..     | ..      | ..     |
|                      | Down               | 3 1/2    | 14 9 9  | 1/2                   | 0 10 8 | ..      | ..     | 1/2    | 0 12 1 | 12   | 80 6 6 | 1 1/2 | 9 6 9  | ..   | ..     | 1 1/2   | 7 15 5 |
|                      | Total              | 3 1/2    | 14 9 9  | 1/2                   | 0 10 8 | ..      | ..     | 1/2    | 0 12 1 | 12   | 80 6 6 | 1 1/2 | 9 6 9  | ..   | ..     | 1 1/2   | 7 15 5 |
| 8                    | Up                 | ..       | ..      | ..                    | ..     | ..      | ..     | ..     | ..     | ..   | ..     | ..    | ..     | ..   | ..     | ..      | ..     |
|                      | Down               | 3 1/2    | 0 10 9  | 1/2                   | 0 1 1  | ..      | ..     | 1/2    | 0 12 1 | 12   | 80 6 6 | 1 1/2 | 9 6 9  | ..   | ..     | 1 1/2   | 7 15 5 |
|                      | Total              | 3 1/2    | 0 10 9  | 1/2                   | 0 1 1  | ..      | ..     | 1/2    | 0 12 1 | 12   | 80 6 6 | 1 1/2 | 9 6 9  | ..   | ..     | 1 1/2   | 7 15 5 |

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4th November 1875.

Statement showing the Details of Income derived by Steamer "Godtury" running between Doulaishoeram and Doonagoodiem — (Continued)

| DETAILS OF CHARGES ON GOODS CARRIED.—(Concluded) |                    |    |              |         |              |         |             |         |                |         |            |         |                 |         |                 |         |
|--------------------------------------------------|--------------------|----|--------------|---------|--------------|---------|-------------|---------|----------------|---------|------------|---------|-----------------|---------|-----------------|---------|
| PARTICULARS OF TRIP                              |                    |    | Coconuts.    |         |              |         | Hemp.       |         | Grains         |         | Wood       |         | Sundry Goods    |         | Total           |         |
| No                                               | Whether up or down |    | Tons.        | Amount. | Tons.        | Amount. | Tons.       | Amount. | Tons.          | Amount. | Tons.      | Amount. | Tons.           | Amount. | Tons.           | Amount. |
| 5                                                | Up                 | 1½ | RS A P 6 9 0 | 1       | RS A P 7 5 7 | .       | RS A. P ... | 1½      | RS A P 3 10 10 | .       | RS A P ... | 8½      | RS A. P 54 11 8 | 23½     | RS A P 160 11 0 |         |
|                                                  | Down               | .  | ..           | .       | .            | 3½      | 21 9 1      | 2½      | 17 5 2         | 8       | 53 4 7     | 3½      | 9 5 3           | 23½     | 131 14 1        |         |
|                                                  | Total              | 1½ | 6 9 0        | 1       | 7 5 7        | 3½      | 21 9 1      | 3½      | 21 0 0         | 8       | 53 4 7     | 12½     | 64 0 11         | 47½     | 292 9 1         |         |
| 6                                                | Up                 | 1½ | 4 14 11      | 1½      | 2 14 5       |         | ..          | ...     | ..             | ..      | 117 14 5   | 1½      | 2 10 0          | 7       | 155 4 8         |         |
|                                                  | Down               | .. | .            | .       | ..           | 2½      | 19 7 10     | ...     | ..             | ..      | 117 14 5   | 7½      | 36 5 1          | 21½     | 265 1 10        |         |
|                                                  | Total              | 1½ | 4 14 11      | 1½      | 2 14 5       | 2½      | 19 7 10     | .       | ..             | 2 10 9  | ..         | ..      | 4½              | 31 9 4  | 28½             | 162 1 9 |
| 7                                                | Up                 | 1½ | 4 12 4       | 1½      | 1 8 3        | .       | ..          | 3½      | 16 1 4         |         | 111 0 2    | 3½      | 7 2 3           | 8½      | 138 0 9         |         |
|                                                  | Down               | .. | .            | .       | ..           | ..      |             | 3½      | 18 12 1        |         | 111 0 2    | 8½      | 38 11 7         | 36½     | 300 2 6         |         |
|                                                  | Total              | 1½ | 4 12 4       | 1½      | 1 8 3        |         | .           | 3½      | 0 15 6         |         | .          | 3½      | 27 0 3          | 19½     | 130 1 2         |         |
| 8                                                | Up                 | 1½ | 3 5 1        | 1½      | 8 6 10       | .       | ..          | 1½      | 4 13 6         |         | ..         | 2½      | 6 10 3          | 4½      | 13 4 7          |         |
|                                                  | Down               | .  | .            | .       | ..           | 1½      | 1 1 0       | 1½      | 5 13 0         |         | .          | 6½      | 33 10 6         | 24½     | 143 5 9         |         |
|                                                  | Total              | 1½ | 3 5 1        | 1½      | 8 6 10       | 1½      | 1 1 0       | 1½      |                |         | .          |         |                 |         |                 |         |

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4th November 1875.

| PARTICULARS OF TRIP |                    | DETAILS OF THE AMOUNT OF TRAFFIC. |         |                       |         |                       |          |                   |        |              |         |         |        |               |        |         |          |             |
|---------------------|--------------------|-----------------------------------|---------|-----------------------|---------|-----------------------|----------|-------------------|--------|--------------|---------|---------|--------|---------------|--------|---------|----------|-------------|
| No                  | Whether up or down | Passengers, 1st-class             |         | Passengers, 2nd class |         | Passengers, 3rd class |          | Cattle or Animals |        | Towing Boats |         | Cabins  |        | Miscellaneous |        | Total   |          | Grand Total |
|                     |                    | No                                | Amount  | No                    | Amount  | No                    | Amount   | No                | Amount | No           | Amount  | No      | Amount | No            | Amount | No      | Amount   |             |
| 5                   | Up                 | ..                                | RS A P  | RS A P                | RS A P  | RS A P                | RS A P   | RS A P            | RS A P | RS A P       | RS A P  | RS A P  | RS A P | RS A P        | RS A P | RS A P  | RS A P   | RS A P      |
|                     | Down               | ..                                |         | 2 10 4 8              | 145 1/2 | 126 11 6              |          |                   |        |              |         |         |        |               |        |         |          |             |
|                     | Total              | ..                                |         | 2 10 4 8              | 145 1/2 | 126 11 6              |          |                   |        |              |         |         |        |               |        |         |          |             |
| 6                   | Up                 | 1                                 | 16 5 0  |                       |         | 133                   | 108 15 1 |                   |        |              | 13 5 3  |         |        |               | 1 4 0  | 134     | 139 13 4 | 249 10 6    |
|                     | Down               | 1                                 | 16 5 0  |                       |         | 99                    | 67 10 2  |                   | ..     | ...          |         |         |        |               | 0 8 0  | 100     | 84 7 2   | 239 11 10   |
|                     | Total              | 2                                 | 32 10 0 |                       |         | 232                   | 176 9 3  |                   |        |              | 13 5 3  |         |        |               | 1 12 0 | 234     | 224 4 6  | 489 6 4     |
| 7                   | Up                 | 1                                 | 16 5 0  |                       |         | 100                   | 97 3 7   |                   |        | ...          |         | 1 8 0 0 |        |               |        | 102     | 121 8 7  | 283 10 4    |
|                     | Down               | 1                                 | 16 5 0  |                       |         | 110                   | 74 10 5  |                   |        | ..           |         |         |        | ..            |        | 111     | 90 15 5  | 229 0 2     |
|                     | Total              | 2                                 | 32 10 0 |                       |         | 210                   | 171 14 0 |                   |        |              |         | 1 8 0 0 |        |               |        | 213     | 212 8 0  | 512 10 6    |
| 8                   | Up                 | 3                                 | 48 15 0 |                       |         | 129                   | 100 11 3 |                   | ..     |              | 21 12 1 | 1 5 0 0 |        |               | ...    | 133     | 176 6 4  | 306 7 6     |
|                     | Down               | 3                                 | 48 0 0  |                       |         | 83 1/2                | 59 1 9   |                   | ...    | ...          |         |         |        | ...           |        | 86 1/2  | 107 1 9  | 120 6 4     |
|                     | Total              | 6                                 | 96 15 0 |                       |         | 212 1/2               | 159 13 0 |                   |        |              | 21 12 1 | 1 5 0 0 |        |               |        | 219 1/2 | 283 8 1  | 426 13 10   |

DOWLAISHOERAM,  
7th October 1875

(Signed) J. BEATTY, Major, R.E.,  
Superintending Engineer, Godavery District

(Signed) A. J. CHANCELLOR,  
Assistant Engineer

Proceedings of the Madras Government, Public Works Department,  
4th November 1875

No 101 ORDER THEREON, 4th November 1875, No 3,139

ACCOUNT, No 3-A

ORDERED that these statements be printed and published for general information, pending further report with which the District Engineer will no doubt send a clear analysis of the results of the entire season's traffic.

(True Extract)

(Signed) G W WALKER, Major-General R.E.,  
Secretary to Government

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

122154 Superintending Engineer Office Godavari  
Dowlaisheeram 19 October 1875

From,

Major J Beatty R.E.

Superintending Engineer Godavery District

To,

Major General G W Walker R.E.

Secretary to Government P.W. Department

Madras

Sir,

I have the honor to forward herewith two Statements shewing the cost of running the Steamers "Godavery" and "Durdah" between Rajahmundry and Parlakudem from 28<sup>th</sup> June to 3<sup>rd</sup> October 1875, together with two Statements shewing the details of income derived during that time; which show a net profit of Rupees

934-2-7-

I have the honor to be  
Sir

Your Most Obedt. Servant  
J. Beatty - Major R.E.

Superintending Engineer Godav. District

Comptroller

12

100

1875-1876  
15-10-75  
21-6-75

1875  
1875  
1875

Secretary to Council  
Public Works  
H. A. A. A.

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From

The Officer in charge No. 1 or Eastern  
Delta Range Godavery District

To Acting Supt.

The District Engineer

Godavery District

DOWLAISHWARAM,

Dated 7 October 1875  
Despatched  
Received

1875

Statement showing the expenditure on  
each Steamers and the charges on Govern-  
ment for their maintenance during the  
months of August, September  
and October 1875.

1875

# "Godavery" & "Wardah"

its working

Statement showing the expenditure on Steamers and the charges on Government for their maintenance during the months of August, September & October 1875

| No of Trip<br>Name of Steamer. | Original Cost | Interest at 10 per cent total<br>15 percent for the whole<br>year (calculated only for<br>one month) | Daily charge for Interest<br>and Depreciation. | ACTUAL EXPENSES OF WORKING DAYS. |      |                        |                                     |                   | EXPENSES OF IDLE DAYS.           |       |        |                                  |                       | Total of Columns 4 and 10<br>showing the total Daily<br>charge on Government<br>on working days. | Total of Columns 4 and<br>15 being the total Daily<br>charge on Government<br>on idle days. | Total of Columns 3-8 and<br>13 being the total monthly<br>charge on Government | Total of Columns<br>8 and 13 showing<br>Remarks.<br>the Cost of each<br>Trip. |
|--------------------------------|---------------|------------------------------------------------------------------------------------------------------|------------------------------------------------|----------------------------------|------|------------------------|-------------------------------------|-------------------|----------------------------------|-------|--------|----------------------------------|-----------------------|--------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
|                                |               |                                                                                                      |                                                | Wages                            | Fuel | Stores of<br>all kinds | Total of Wages,<br>Fuel, and Stores | No of days worked | Daily<br>charge<br>on<br>working | Wages | Fuel   | Total of<br>Wages and<br>Repairs | No of days lying idle | Daily<br>charge on<br>idle days                                                                  |                                                                                             |                                                                                |                                                                               |
| 1                              | 2             | 3                                                                                                    | 4                                              | 5                                | 6    | 7                      | 8                                   | 9                 | 10                               | 11    | 12     | 13                               | 14                    | 15                                                                                               | 16                                                                                          | 17                                                                             | 18                                                                            |
|                                |               |                                                                                                      |                                                | 81                               | 24   | 137                    | 146                                 | 22                | 123                              | 241   | 131    | 6 3/4                            | 35                    | 132                                                                                              | 75                                                                                          | 23                                                                             | 317 34                                                                        |
|                                |               |                                                                                                      |                                                | 86                               | 11   | 198                    | 610                                 | 611               | 294                              | 86    | 7      | 42                               | 1249                  | 210                                                                                              | 4                                                                                           | 496                                                                            | 343 154                                                                       |
|                                |               |                                                                                                      |                                                | 99                               | 97   | 229                    | 334                                 | 810               | 363                              | 55    | 8      | 45                               | 6874                  | 112                                                                                              | 4                                                                                           | 74152                                                                          | 438 47                                                                        |
|                                |               |                                                                                                      |                                                | 91                               | 95   | 213                    | 817                                 | 106               | 322                              | 111   | 7 1/2  | 43                               | 83                    | 56                                                                                               | 97                                                                                          | 2                                                                              | 56117 4 1/2                                                                   |
| Total.                         |               |                                                                                                      |                                                | 358                              | 65   | 778                    | 1085                                | 66                | 1222                             | 611   | 29 1/8 | 41                               | 147                   | 255                                                                                              | 910                                                                                         | 14                                                                             | 256710 20 5/8                                                                 |

S. P. M. Range  
Godavery District  
Oct 10/75.

L. Beatty - Major R.E.  
Supy. Engineer, God. Dist.

A. J. Chancelor  
Assistant Engineer in Charge  
for Range God. Dist.

Total Profit

**From**

*The Office in charge No. 1 or Eastern  
Delta Range Godavery District.*

To  
*A. G. Sullivan*  
 The District Engineer

Godavery District,  
DOWLAISHAHATAM,

Dated 10<sup>th</sup> }  
Despatched }  
Received } *Sept. 1875*

1201 28 June  
St. James 27 26

Statement showing the expenditure on each Steamer and the charges on Government for their maintenance during the months of June, July & August 1875.

$$\frac{41}{99} \text{ mH}$$

1900

Total Profit

Doublair sawaw  
 No 1 on E. R. R. Office  
 10<sup>th</sup> September 1752

Beatty - Major R.E.  
1st Lieut. Engineer Corps  
1st Lt.

*Al Chancello*  
*Assistant Engineer*

No 3139. Public Works Dept.  
21<sup>st</sup>

Proceedings of the Madras Government  
Under date the 4 Nov<sup>r</sup> 1875  
Read the following

From  
The Sup<sup>r</sup> Engr<sup>r</sup> Godavery (No. 2154 of 19<sup>th</sup> Oct<sup>r</sup> 1875)

Ordered that these  
statements be printed  
and published for  
general information,  
pending further report,  
with which the District  
Engineer will no doubt  
send a clear analysis  
of the results of the  
entire season's Traffic.

SB Godavery — 95  
Ch Engr<sup>r</sup>  
T. R. P. 11  
S. Engr<sup>r</sup> 17  
S. Engr<sup>r</sup> 17

Rep - 22-11-75

E.T. 10

G.M.W.

E.T.

3-12-13

1875  
Jt. of 1875 Godavari

PUBLIC WORKS.

G. E. Godavari

G. O. 4th Nov 3139

Nos. 100 - 10f

Transferred "Godavari" & "Karnataka"  
Statements showing cost of work  
in the — between Pesh-  
war & Bangalore, and also  
cost of various works, paid  
to the contractor for in-  
formation, pending further  
order from the Government.