

(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. <i>421</i>	Press <i>Original</i>
B.P. No.	Mrs.
Dated <i>15. 2.</i>	1952 <i>1875</i>

Not to be folded or roughly handled

1873 and taking a

No 3169 District Engineer's Office Godav.
Dowlaisheram 11 January/75

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

Enclosures To,
Colonel G. W. Walker R.E.
Secretary to Government P.W.D.
Madras.

Statement of
costs and
profits incurred

Sir,
In submitting herewith a statement
giving full particulars of freight ^{re} realized
by working the steamer "Godavery" between Ra-
jahmundry and Dinnagudem from June to
November 1874, as directed in G.O. No. 3458 of 9th
December 1874, I have the honor to state that
it is believed the failure of the steamer to obtain
more cargo was, in a great measure, due to the
fact that sufficient notice was not given, early
in the year, to merchants and others interested
in the matter, who consequently had made
other arrangements and were unable to use
the steamer.

2. If the steamer is to run in the fresher
of

5-10

of 1875, notice should at once be given through the Collector of the Godavery, the Commissioner of Sironcha, the Rajah of Bistar, and the Vizian's Government, who would have the fact published in the villages and large towns on either bank of the river within their territories or under their jurisdiction. Mr. Vanstavern advises that notice should be given by the middle of January at latest.

3. In order to work the steamers as profitably as possible it is also necessary, as already recommended in my letter No. 1946 of 18th Sept. 1874, that they should run from Rajahmundry to Tarlagudem near Enchampilly. Tarlagudem is on the British side of the river opposite Enchampilly.

4. In that case the steamer can run regularly from Rajahmundry to Tarlagudem and back, once every twelve days, from the middle of June till the end of December; with the aid of a small party of coolies in December to clear shoals. It could continue running to Bhadrachellam up to end of January, and to Daiverapilly to end of February.

5. If the steamer is to run only to Dumagudem she can make one trip regularly, there and back, every eight days.

6. The regular stopping places on the line to Tarlagudem, near Enchampilly, would be as follows:-

Stations.	Distance from Rajahmundry.
Rajahmundry—	"
Thallapudi—	11
Modagudem—	66
Rudramkota on the opposite bank above Modagudem—	68
Bhadrachellam—	94
Dumagudem—	114
Mungapet—	155
Tarlagudem, near Enchampilly—	185

7. In addition to the regular halting places cargo and passengers would be taken on board or landed at any intermediate point.

8. The old store-sheds at Rajahmundry and Dumagudem would have to be repaired and enlarged, and a new store-shed built at Tarlagudem. Storekeepers would also be required at Tarlagudem and Rajahmundry on a pay of about Rupees 80 each, but at Dumagudem the present storekeeper under the Executive Engineer has very little to do, and might be expected to attend to all that is required at that place. The storekeepers are required for the construction and repair of the store-sheds, and to superintend the shipping and landing of cargo. As an inducement to exert themselves in the interest of the Transport service, I would allow the storekeepers 1 per cent of all freights realized on cargo shipped at their stations.

9. It seems very probable that an enterprising merchant of Coimada will shortly make arrangements with the Collector for the sale of salt, at depots to be established along the river, and that this service would also bring cargo to the steamers next season. The number of bags of salt that passed through the Duma-

gudem locks in 1873 was 4823, and taking a bag at 164 lbs, this would give a total of 7,90,972 lbs or 31,639 Madras Maunds.

10. I send herewith a map of the river from Rajahmundry to Tarlagudem. I was informed at Dumagudem that there is a good cart track from

* About $1\frac{1}{2}$ miles
below Eushampilly.

Aswārelly to Warrangul, an important place for trade in the Nizam's territory a distance of 65 miles; also from

Aswārelly to Sironcha, a distance of 30 miles; and from

Sironcha to Chanda, 100 miles. Also, that from Chanda to Nagpore there is a metalled road.

11. But I do not think that the advantage of running the steamer should be judged only by the returns in the shape of freight ~~see~~, because one certain result is to reduce the rate of transport on native boats. Whatever may be the charges on the steamer, boat-owners will carry at still lower rates with the view of driving the steamer off the line. This for the time must promote trade, and intercommunication between the Upper and lower parts

8. parts of the river. Anything too that induces
the natives of the coast Districts to visit the
interior must be of benefit to such thinly
populated tracts as those of the Upper Godavery
which have hitherto been regarded with the
greatest dread as the abode of fever and
wild animals.

12. When Captain Barber first went up the river, in 1862, no native boats had ventured higher up the river than Wodagudem and that chiefly to bring down rafts of teak and Marjati wood.

13. It was not until 1868, the year in which the three steamers "Godavery," "Wurdah," and "Wynegunga" were sent out from England and put together on the banks of the river, that native boats began to go as far as Durnagudem; taking up, principally, grain for the Public W. Establishments there. These boats were of small size and

14. When the steamers stopped running in 1871, the want of more boats was at once felt, a great impetus was given to boat building, the size was increased, and there are

now about 30 boats of 12 to 20 tons burthen
working on the river above and below Quica-
gudem and using the locks. Captain Barber
has passed ~~as many as~~ 15 boats in a single
trip. And it is said there is one boat now
in that portion of the river above the Enchan-
pilly Barrier, plying between that place & Ironcha

15 The great want of the Upper Godavery is population. It is therefore of much importance that every facility should be given to people from a distance visiting it, and it has, I believe, been suggested that to draw settlers to it, land should be offered them rent free for a term of years. While the population of the lower Godavery has trebled itself during the last 28 years, and land there has immensely increased in value, there are vast tracts in the Upper Godavery still under jungle.

16. Should Government decide on running the steamers again this year, I beg you will let me know this by telegram, as every day now is of importance in giving notice of the fact.

No 37-1-75

No 379

Have the honor to be,
Sir,
Your Most obedient Servt.
L. Beatty Major R.
District Engineer Godavery.

the steamer "Godavery" in
the month of 1874, and request
ing early instructions if the
steamer is to be employed
on the same service in 1875.

No. 421. 15-2-75

Dated 11th Jan 1875

Recd 19th Jan 1875

To the Secretary to Govt.
Madras.

The District Engineer
Godavery.

No. 1875 D.O. No. 321

From the Electric Engineer
Godavery.

No. 1875 D.O. No. 321

Proceedings of the Madras Government,
Under date the 1875

Read the following:-

From the Electric Engineer
Godavery.

(N. No. 3769 dt. 11 Jan 1875)
421

The nature and amount
of the traffic in the upper
Godavery, carried by the Govt.
steamers in the 11 trips of
1874, are recorded as follows:-

Up Traffic

Gumies	2.13 $\frac{3}{4}$ tons
Rice	21.13 "
Salt	16.0 "
Lamp Oil	0.14 "
Coconuts	3.9 "
Lime	6.17 "
Sundries	56.12 $\frac{1}{4}$ "

Passengers 1 st class 2 nd class	
do 2 nd class	3
do 3 rd class	1166

Down Traffic

Ball huts	290.1 tons
Bar skins & Horns	6.1 $\frac{1}{4}$ "
Gringely feeds	0.18 "
Wheat	2.7 "
Laminid	8.2 $\frac{3}{4}$ "
Lump	1.17 "
Grains	14.6 "
Sundries	9.6 $\frac{1}{2}$ "

Passengers 1 st class 2 nd class	
do 2 nd class	7
do 3 rd class	824 $\frac{1}{2}$ "

The number of boats
assisted by towing is not
stated, but nearly one-tenth

3/2
27-1

of the sailing are credited
to that source, and it is
desirable that it should
be stated whether the
boats were Govt.
or private property.

It is stated that in
sufficient notice of its
being intended to make
regular trips during 1874
led to failure to obtain
better cargoes. But it is
not explained why due
notice was not given con-
sidering that the Govt.
had sanctioned a series
of experimental trips in 1873;
and in their Orders thereon
of 3rd and 25th February 1874,
had directed that every
precaution should be
taken to make widely and
timely known the dates of
sailing.

and rates of freight. It is very doubtful if
any direct impetus to traffic
is given by the presence of
Government Steamers on the
River; indeed it is expressly
admitted that, once they
had shown the way, their
temporary removal had the
effect of increasing the
numbers and size of the
boats used on the river.
But as pointed out by
Major Beatty, their indirect
tendency is to encourage
resort to the river by keep-
ing down the rate of boat-
hire, and as the Upper
Godavary boats will be
transferred to the Madras
Department of Public Works
from the 1st April 1875, and
it is necessary to maintain
regular

Regular Communication
between the newly annexed
Pergumaho and the District
to which they now belong.
His Excellency the Governor
intended will not object
to the further continuance
of the service as proposed,
relying on the District Engineer
adopting every means of
making it generally useful.
His recommendations have
already been met in great
measure by Ld. No. 124
of 15 January. The main-
tenance of a new store
shed at Sailagudim
must however be left
to private enterprise; and
the Government will not
incur any expenses on such
an account at Rajahmundry
and Ramagudim, though
they

they will not object to exist-
ing buildings and es-
tablishments at those
places being utilized in
accommodating and develop-
ing the traffic.

C. W. N.

To The A. B. Godavery
Chief Eng^r for dry
-
Dec 21-2-75

10/5/1875

21-6-95

3-12-13

321

Govt. of (1875) Madras

PUBLIC WORKS.

To

Mr. Mr. Ingr
Godavery

Dated

Recd.

Part 2

G. O. 15 Feb 75, No.

No. 125-330.

Steamer "Godavery"

Passing orders on
from the Mr. Mr. God
furnishing particulars
the freight & passage
money obtained by
the steamer in the
of 1874 requesting
instructions if the
is he employed in
service in 1874