

(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.	998	Press
B.P. No.		Mis.
Dated	14-6-	C875 195

Not to be folded or roughly handled

Read the following papers :—

No. 293. From Major J. O. HASTED, R.E., Superintending Engineer, 1st Division, Kistna, to Lieutenant-Colonel J. MULLINS, R.E., Chief Engineer for Irrigation, dated Camp at Bezwadah, 18th November 1874, No. 110.

I HAVE the honor to forward, herewith, estimate, amounting to Rupees 8,000, together with two plans* for constructing a wharf wall on the north side of

* By Banghy.

the Masulipatam Canal immediately above Chintaguntapolliem bridge.

2. The survey shows the ground originally taken up for the canal, for which compensation has been paid; the people who have encroached on the canal limits will be warned to remove, and no further compensation will be necessary.

3. The work has been entered in my budget for 1875-76, and the estimate would have been submitted earlier but for pressure of work.

4. The soil through which the canal is carried near the bridge is loose sand, and great inconvenience is now felt in loading and unloading boats, coolies having to carry the cargo through the water to the boats, and thus bringing in the sand to such an extent that the canal becomes much silted up.

5. I have allowed a length of 900 feet for the wharf, which, I think, will be necessary, but the whole length need not be carried out in one season.

No. 1,063.

No. 291a. *Note by the Chief Engineer for Irrigation.*

THE proposal of the Superintending Engineer, Kistna, to provide a wharf 900 feet in length on the Masulipatam Canal at Chintaguntapolliem, near Masulipatam, is considered to be reasonable. The estimated cost of this improvement is Rupees 8,000, and this is a moderate sum to expend on a work which will much facilitate the trade and traffic of the canal, and do away with the inconvenience, both to the canal traffic generally and to the merchants, which the present rude method of loading and unloading in shallow water occasions.

2. It is thought that the cost of the improvement should form a capital charge against the canal, as revenue is obtained from the boats licensed to use it in common with the other canals of the delta, and that the estimate may be sanctioned for execution from the ordinary grant under Agricultural.

3. It is probable that the Collector has been consulted with regard to these proposed improvements, though this has not been mentioned, and the Superintending Engineer has been requested to obtain a formal expression of Mr. Leman's views on the subject. A reply to this reference would have been obtained prior to the submission of the estimate to Government had not the budget been now under compilation. From the traffic returns furnished periodically it appears that the annual traffic on this canal is as follows :—

Number.	Tonnage.	Ton mileage.	Value of Merchandise.
Boats... 1,230	28,965	1,278,163	12,50,529

4. The modifications of detail noted on the sheet of sections should be attended to in carrying out the work.

CAMP AT GUNGAVALLY,
16th December 1874.

(Signed) JOHN MULLINS, Lieut.-Col., R.E.,
Chief Engineer for Irrigation,

*Proceedings of the Madras Government, Public Works Department,
14th April 1875.*

No. 293-B. Endorsement of the Chief Engineer for Irrigation, dated 9th March 1875.

From Major J. O. HASTED, R.E., Superintending Engineer, Kistna, to Lieutenant-Colonel J. MULLINS, R.E., Chief Engineer for Irrigation, dated Camp at Nursarowpet, 22nd February 1875, No. 147.

WITH reference to your memorandum, No. 1,062, dated 16th December 1874, I have the honor to forward copy of a letter from the Collector, Kistna, on the subject of the proposed wharf wall at Chintaguntapoliem. In sending up the estimate I omitted to mention that it had been prepared after personal communication with the Collector.

2. I have been unable to find the actual amount of traffic at Chintaguntapoliem, as no traffic registers has been kept up there, and part of the goods brought down by canal are carried direct to the fort. The principal merchants' godowns are, however, in the town of Masulipatam, and most of the goods are landed at Chintaguntapoliem. All passenger-boats start from, and unload at, Chintaguntapoliem. The accompanying traffic statement, prepared as accurately as possible from the very incomplete returns of former years, shows the number of both cargo and passenger boats that have passed through the lock immediately above Masulipatam; it appears that an average of at least 400 boats per mensem, during the nine months the canals are open, pass to and from Chintaguntapoliem.

3. The enclosed memorandum, showing the exports from Masulipatam during the past three years, is also enclosed; much of the produce exported, such as oil-seed, &c., is brought down the canal to Masulipatam.

From G. D. LEMAN, Esq., Collector of Kistna District, to Major J. O. HASTED, R.E., Superintending Engineer, Kistna, dated Masulipatam, 21st January 1875, No. 47.

I HAVE the honor to reply to your letter No. 172, dated 11th January 1875, that a wharf wall and roadway are very much needed at Chintaguntapoliem.

2. The present approach to the canal being through deep sand is very difficult, and the loading and unloading of boats is conducted with great difficulty and with unnecessary delay.

SUBMITTED to Government in continuation of the Note of the 16th December last, No. 1,063.

(Signed) JOHN MULLINS, Lieut-Colonel, R.E.,
Chief Engineer for Irrigation.

No. 294. ORDER THEREON, 14th April 1875, No. 998.

IRRIGATION, No. 33.

THE estimate of Rupees 8,000, for the formation of a quay on the Masulipatam Canal at Chintaguntapoliem, near Masulipatam being, it is observed, nearly equivalent to one year's revenue from navigation, cannot be sanctioned unless either one-half of the sum required be subscribed by those interested in its construction, or such a toll be levied for the use of the quay as the Collector and Superintending Engineer may consider

*Proceedings of the Madras Government, Public Works Department,
14th April 1875.*

will produce an annual income of at least Rupees 600, the toll to be obtained by the issue of licenses to boats, allowing of the use of the quay for one year, or other suitable means.

2. If these conditions be complied with, the estimate will be sanctioned under Agricultural Ordinary, Capital Navigation.

3. Looking to the small receipts from navigation in the Kistna Delta, and to the large outlay which has been made upon navigable canals, the Government would wish to know how it is that the apparently considerable traffic exhibited in the returns yields so little. From the budget estimates it appears that the actual receipts of 1873-74 from navigation were Rupees '8,663, and the statement submitted by the Superintending Engineer shows that on the Masulipatam Canal alone in that year the traffic was—

Laden cargo boats	...	...	...	No. 966
Do. passenger do.	...	...	...	" 3,171
Registered tonnage	...	...	...	Tons 24,506
Value of merchandise	...	...	...	Rs. 21,16,569

If, as seems probable, boats licensed in the Godavery are free to use the Kistna canals also, it is time that the trade of the Kistna should be required to contribute to the cost of the facilities afforded by the canals of that delta, and for the future all licenses of each delta should clear boats only up to the Ellore Lock or to the district boundary on the Uputeru, as the case may be. The Conservancy Establishment under Navigation is estimated to cost Rupees 10,056 for the year 1875-76, and an endeavour must be made to cover all working expenses by receipts at the earliest possible moment.

4. This order will have effect on all boat licenses issued after the 30th June next, and on all licenses from the 1st January 1876.

(True Extract.)

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

To the Superintending Engineer, Kistna.
" District Engineer, Godavery.
" Chief Engineer for Irrigation.
" Revenue Department.

Exd. S. T. Austin.
Spare Copies

N 110

Office of the Supp. Engineer
1st Dist. Bihar, Camp
Dy. W. add. 18th November
1874.

From

Major J. O. Hasled M.E.
Supp. Engineer, 1st Dist. Bihar

To

Lieut. Colonel John Muller M.E.
Chief Engineer for Irrigation

Sir

Enclosure 3.

+ By Baughly.

I have the honor to forward
herewith estimate amounting to
Rupees 8000 together with 2 plans
for constructing a wharf wall on
the north side of the Manipatan
canal immediately above Chin-
tagantapole bridge.

The survey shows the ground
originally taken up for the canal
for which compensation has been
paid, the people who have encroached
on the canal limits will be
warned to remove, and no further
compensation will be necessary.

3. The work has been entered
in my Budget for 1875-76, and the
estimate would have been
submitted.

submitted earlier, but for
pressure of work.

4. The soil through which the
canal is carried near the bridge
is loose sand, and great incon-
venience is now felt in loading
and unloading boats, ^{and is hard to carry the cargo through} and thus
bringing in the sand to such an
extent that the canal becomes
much silted up.

5. I have allowed a length of
900 feet for the wharf which, I
think, will be necessary. but the
whole length need not be carried
out in one season.

I have the honor to be
Sir

Your most obedt Servt

J. A. Johnston Major R.E.

Supr Engineer

Porter

1863
 Report by the Chief Engineer for Irrigation:
 The proposal of the Superintending Engineer, H. L. L. L., to provide a wharf for boats in length on the Manipatana Canal at Chintapata. The place near Manipatana is considered to be desirable. The estimated cost of this improvement is Rupees 8,000 and this is a moderate sum to expend on a work which will much facilitate the trade and traffic of the Canal, and do away with the inconvenience both to the Canal traffic generally and to the merchants which the present ~~method~~ method of loading and unloading in shallow water occasions.
 It is thought that the cost of the improvement should form a Capital charge against the Canal, as revenue is obtained from the boats licensed to use it in common with the other Canals of the Delta, and that the estimate may be sanctioned for execution from the Ordinary grant under Agricultural.
 It is probable that the Collector has

10/11/60
 J. C. L. L.
 Secy.

The Chief Engineer
 1st B. L. L.

To the Chief Engineer
 for irrigation

Dated 18 November 1874

Received 18/11/74

Forwards to the
 Government of the
 Canal at Chintapata
 a copy of the
 report of the
 Chief Engineer
 for irrigation
 dated 18 November 1874

11/2/75
 4/1/75

P. W. 1875 Sept.

No: 22

From
The Chief Engineer
for Irrigation

To The Secretary
to Govt Mr S

N. 1063.

Dated 16th Decemr 1876.
Recd 4th Janry 1877.

Encls 4

Recommends for the
sanction of Government
estimate of Rupees 8,000
for a quay in the
Mauhapatam Canal
at Chintagantapolem
near Mauhapatam.

G.O. No. 998. 14-4-75

N. 293a

7-1-76 D. 8th Janry 1877

N. 147. Office of the Saff Engineer
at Chintagantapolem
22nd February 1877

From,
Major J. O. Macleod R.E.
Saff Engineer Chintagantapolem

To,
Lieut. Col John Mullins R.E.
Chief Engineer for Irrigation

Sir,

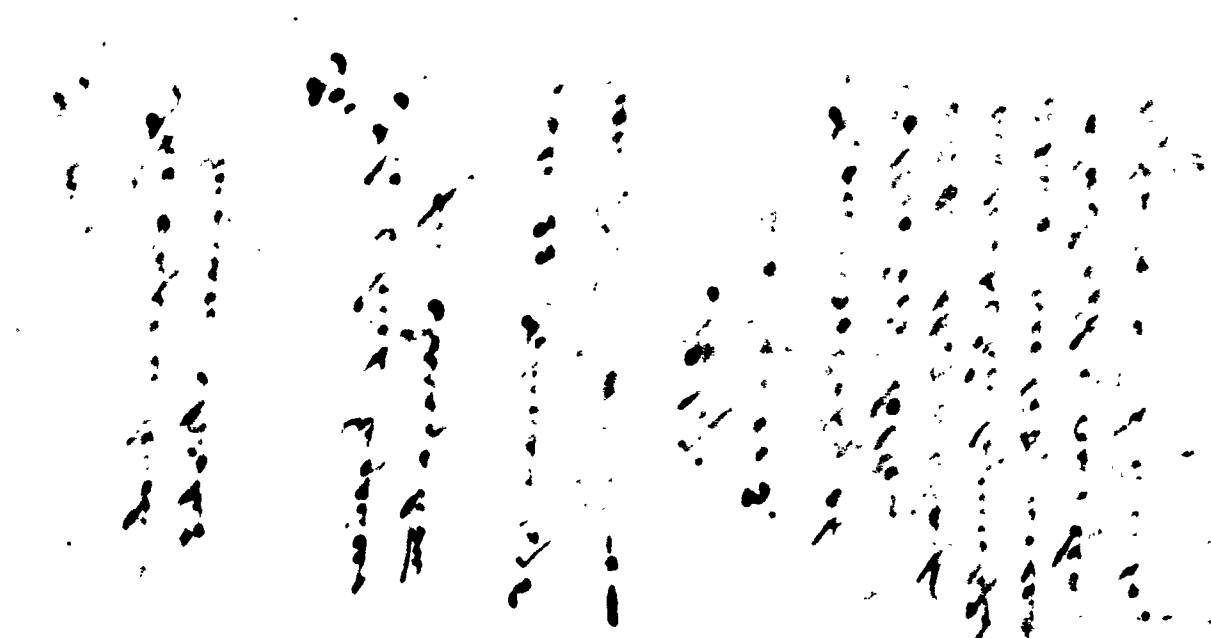
With reference to your
Memorandum No 1062 dated 16th
December 1876, I have the honor
to forward copy of a letter from
the Collector, Chintagantapolem, in the
subject of the proposed wharf
wall at Chintagantapolem. In
sending up the estimate, I
wished to mention that it had
been prepared after personal
communication with the Collector.
I have been unable to find
the actual amount of traffic
at Chintagantapolem, as no
traffic register has been kept
up there, and part of the goods
brought down by canal are
carried direct to the Fort. The
principal merchants' godowns
are however in the town of
Mauhapatam and most of the
goods are landed at Chintagantapolem.

all

All passenger boats start from
and instead at Chintagumtopole.
The accompanying traffic statement
prepared as accurately as possible
from the very incomplete returns
of former years, shows the number
of both cargo and passenger boats
that have passed through the lock
immediately above Masulipatan,
it appears that an average of at
least 400 boats per annum,
during the 9 months the Canal
was open, pass to and from
Chintagumtopole.

The enclosed memo showing
the reports from Masulipatan
during the past 3 years is enclosed.
Much of the produce exported
from the place is brought
down the Canal to Masulipatan.

I have the honor to be
Dear Sir
Yours most obedt Servt
Major
Suff. Engineer
Masulipatan



duke
with
nor the
not that

Frederic P. D. Leman
Collector.
(True Copy)

Suff. Engrs. Office at St. Krishna
Camp. Narasimhapet
22nd February 1875. } Suff. Engineer this tra.
Major etc

His Honor District Collector
 Cawnpore
 - vol. No. 100
 15 January 1875.
 Dated Mumbhatam
 15/1/75.

Quia
 the District

R.E.
 Engineer
 District

to reply
 21 January
 2 road
 3 at

to the
 sand is
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 ducted
 with

not the

not the

Major J. D. Leman
 Collector.

(True Copy)

Supg. Engrs. Office 1st Lt. D. Krishna
 Camp Paradeswari
 22nd February 1875. }
 Major R.E.
 Supg. Engineer District.

No. 47.

[Faint handwritten notes and signatures in the left margin of the right page.]

9 March 1875

Submitted to Government in confirmation
 of the letter of the 16th December last in 1874.
 Submitted to Government in confirmation

From, C.E. No. 435-
 The District Engineer
 District
 for the District Engineer
 for the District Engineer

Dated 20 February 1875
 Received 5th March 1875

No. 147.
 Quia

I enclose copy of
 letter to the District
 Engineer dated 16th
 December last in 1874.
 which is in the
 District Engineer's
 file.

C.E. No. 435-14-4/75

716

P. to Rept
Proceedings of the Madras Government
Read the following

From the Chief Engineer }
for Irrigation } C.R. No 1063 d/15 Decr 1874

Received in C.M. No 187

date 1921 February 1875

from the Superintendent

Engineer, 100th Division, Madras

to the Chief Engineer for Irrigation

C.R. 1/4357/5

On 11/12/74

Don't think that this is
a proper charge app. Rs. 8000
Ord. & entering of work to
be debited when the work
described has been repaired
of the Canal proper
acceptance kept separate
the proper debt is not that
Fund -

And all estimates
of this kind must be copied
(the Coll. - M)
7/1

The estimate of Rs. 8,000 for
the formation of a quay on the
Masulipatam Canal, at Chintla
guntapollim near Masulipatam
is sanctioned, and will be
entered in the Budget of 1875
76 under Capital - Agriculture
al - Ordinary. The execution
of the work will depend upon
the concurrence of the Collector
in the proposed arrangements,
and it is observed that a re-
ference has been made to the
Superintending Engineer to ob-
tain

obtain Mr. Leman's views on
the subject.

by 10/12/74

amm

22
1650 71

607-176 R. & Jan 1875

188 12
O.H.B.

Proceedings of the head and
Read the following

From
The Chief Engineer
for Irrigation } (H. E. Dec 1063 of 16 Dec 1874)

do ————— do ————— 9 March 1875

998
The estimate of Rupees

8,000 for the formation of a
quay on the Masulipatam
Canal at Chintaguntapollu
near Masulipatam being,
it is observed, nearly equiva-
-lent to one year's revenue
from navigation cannot be
sanctioned unless either one
half of the sum required
be subscribed by those
interested in its construction,
or such a toll be levied for
the use of the quay as the
Collector

Mr
Supt
25/3

Blain

our Collector and Superintending
Engineers may consider will
produce an annual income
of at least Rupees 600; the
toll to be obtained by the
issue of licenses to boats,
allowing of the use of the
quay for one year. * * * * *

x or the suitab means

2 If these conditions be complied with, the estimate will be sanctioned under—
Agricultural, Ordinary,
Capital, Navigation.

3 Looking to the small receipts from navigation in the Hista Delta and to the large outlay which has been made upon navigable canals, the Government would wish to know how it is that the apparently considerable traffic exhibited in

~~I hope this debt - I think
had the Gov. of S. State
asked to give the money
from the navigation re-
venue - the work is clearly
supplemented & harri-
gation - 1862~~

in the returns yields little. From the Budget estimates it appears that the actual receipts of 1882 from navigation were Rs. 8,663, and the statement submitted by the Superintending Engineer shows that on the Masipatam Canal alone in that year the traffic consisted of 1,000 laden cargo boats - 317 passenger - do. - 317. Registered tonnage - 24,000 tons. Value of Merchandise 1882 Rs. 21,16,000. If, as seems probable, British licensed in the Godavery are free to use the Krishna canals also, it is time that the trade of the Krishna should be required to contribute to the cost of the facilities afforded by the canals.

canals of that Delta, and
for the future all licenses
of each Delta should clear
boats only up to the Ellore
Lock onto the District
boundary on the Upstream
as the case may be. The
Conservancy establishment
under navigation is esti-
mated to cost Rupees 10,056
for the year 1875-76, and
an endeavour must be
made to cover all working
expenses by receipts at the
earliest possible moment.

This order will have
effect on all boat licenses
issued after the 30th June
1875 and on all licenses from
the 1st January 1876.

N^o 293-294

1-4-75

To the Supt. of the District
9 - District Godavari
5 - Chief of the Godavari
2 - Rev. District
15-4-75
5-7

22

GOVT. OF INDIA

PUBLIC WORKS.

Chief Engineer
Brisbane

Dated

Recd.

G. O. No. 998

NOV 28 1875

Tray on the Masulipatam
Canal at Chintagantapollu
near Masulipatam - Opening
order on note by the Chief
Engr. for opening, recommending
for sanction estimate for
a

(X)