

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

23rd January 1882, No. 176 W.

Buildings and Roads.  
Civil Works.

Read the following paper :—

No. 98. From the Superintending Engineer, Sixth Circle, dated 16th January 1882, No. 1697 T.J.

No. 99. ORDER THEREON, 23rd January 1882, No. 176 W.

THE estimate amounting to Rs. 1,240, for adding a room to the Taluk Cutcherry at Patukóta for the use of the Sub-Registrar at that station, is sanctioned.

2. The Accountant-General will be instructed, in the Financial Department, to place the necessary funds at the disposal of the Public Works Department from the reserve of Rs. 50,000 provided, in the Registration Budget of 1881-82, for new offices.

3. This sanction has been registered as Provincial No. 116 W. of 1881-82, and classified as Civil Buildings, Original Works.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,  
Secretary to Govt., P.W.D.

To the Superintending Engineer, Sixth Circle, with three enclosures.  
,, Examiner of Public Works Accounts, with duplicate Abstract Estimate.  
,, Financial Department.  
,, Judicial „

Exd. S. T. Austin.  
Spare Copies

Financial Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

READ the following

Proceedings of the P. W. Department dated  
23<sup>rd</sup> January / P. W. 176. W.

Order thereon 10 February / P. W. 222 (Routine)

Done accordingly.

J. E. Hart,

C. O. Anderson

Under Secretary

2

The Public Works Department.

BUILDINGS AND ROADS.  
CIVIL WORKS.

Govt. of (1882) Madras  
PUBLIC WORKS.

To

THE SUPERINTENDING ENGINEER,  
SIXTH CIRCLE,  
&c., &c., &c.

Dated January, 23rd.

Issued.

Recd.

Encl.

G.O., 23rd January 1882, No. 176 W.

JANUARY.  
Nos. 98-99.

Taluk Cutcherry at Patukota.—Estimate  
amounting to Rs. 1,240 for adding a room  
to the —, for the use of the Sub-Registrar  
at that station, sanctioned.

958

Govt. of {188 } Madras.

B. No 412 Waf 15<sup>th</sup> July. 1882.

To

Dated

Recd.

188 , No.

Nos.

Communicated  
to the Suptg. Eng.  
6<sup>th</sup> Circle.

14.2.82

Go 176 W. 23.1.82.

B. No 412 Waf 15<sup>th</sup> July. 1882

Regarding an add<sup>l</sup>  
room for the use of  
the Sub Insp at  
Eudankotta

S. E. 6<sup>th</sup> Circle  
En P. W. W. Supt  
Recd 15-2-82.

Subd. in Receipt Regt.

with order.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

24th December 1881, No. 3190 W.

Buildings and Roads.  
Civil Works.

Read again—

No. 99. Proceedings of the Madras Government, Public Works Department,  
dated 12th July 1881, No. 1717 W.

Read also—

No. 99-A. Endorsement of the Military Secretary to the Honorable the Governor,  
dated 11th August 1881, on petition from the Managing Director of the  
Buckingham Canal Steam Navigation Company, dated 2nd August 1881.

No. 99-B. Memorandum by the Chief Engineer, Public Works Department, dated  
10th August 1881, No. 362.

No. 99-C. From the Executive Engineer, Buckingham Canal, dated 16th August  
1881, No. 1496.

No. 99-D. From the Military Department (enclosures one to six), dated 20th  
August 1881, No. 4467.

No. 99-E. Endorsement of the Judicial Department, dated 31st August 1881,  
No. 1479, on letter from the Inspector-General of Jails, dated 25th August  
1881, No. 157.

No. 99-F. From the Superintending Engineer, First Circle, dated 8th August  
1881, No. 1124.

No. 99-G. Endorsement of the Financial Department, dated 28th November 1881,  
No. 1911, on Proceedings of the Board of Revenue, dated 19th November  
1881, No. 2882.

No. 99-H. From the Managing Director, Buckingham Canal Steam Navigation  
Company, dated 10th November 1881, No. 68.

No. 99-I. From Messrs. BINNY and Company, dated 22nd November 1881.

No. 99-J. From the Executive Engineer, Buckingham Canal, dated 23rd November 1881, No. 2256.

No. 99-K. From the same Officer, dated 25th November 1881, No. 2273.

No. 99-L. From the Conservator of Forests, Madras, dated 8th November 1881, No. 729.

No. 99-M. From the Managing Director, Buckingham Canal Steam Navigation Company, dated 14th November 1881, No. 71.

No. 99-N. From the Conservator of Forests, Madras, dated 23rd November 1881, No. 800.

No. 99-O. Proceedings of the Board of Revenue, dated 28th November 1881, No. 2972.

No. 100. ORDER THEREON, 24th December 1881, No. 3190 W.

In July last Messrs. G. M. Kasim Alli Nukay and Company, merchants of Madras, submitted proposals for the provision of steam transport on the Buckingham Canal and requested to be allowed the monopoly of Government work, and the various Government departments were called upon in G.O., No. 1717 W., dated 12th July 1881, to report the quantity of Government stores and salt that might be expected to use improved means of conveyance.

2. It was thought that the principal traffic would be in salt and the Commissioner of Salt Revenue was asked to report the present amount of tonnage and freight employed, and on what conditions he would recommend that the transport be entrusted to private agency.

3. The following is an abstract of replies received to the foregoing questions:—

The Superintending Engineer, former First Circle, considers that steam transport will be little utilized by the Public Works Department as only a trifling amount of building materials and stone and about 50 tons of stores require conveyance annually on the canal.

The Inspector-General of Jails reports that steam transport can be advantageously availed of both for the conveyance of stores and prisoners, but cannot say, without knowing the rates of charges and speed, whether it will be more economical than the present system of transport by sea or cart.

The Inspector-General of Ordnance states that as there is no Military Station or Ordnance depôt on the canal there is no likelihood of his department utilizing steam transport.

The Surgeon-General with the Government of Madras reports that about 25 tons of medical stores would be sent annually by canal if arrangements were made for regular and expeditious transport.

The Commissary-General estimates that about  $13\frac{1}{2}$  tons per annum of Commissariat stores would be forwarded by canal, but remarks that as Vizagapatam is the nearest Commissariat station on the line, an agent would have to be stationed at Rajahmundry to receive and forward the goods.

The Superintendent, Army Clothing, reports that there is no Military station on or near the Buckingham Canal, and that no clothing stores are sent by it.

The Quartermaster-General shows the average number of troops and families requiring transport by canal to be about 350 men, 200 women, and 300 children.

The Inspector-General of Police states that the annual supplies of Police stores and clothing for the Nellore and Godáviri districts, amounting to about four tons for each district, might be sent *via* the canal provided the rates are more favorable than those of the British India Steam Navigation Company and the transport is regular and certain.

The Collector of Chingleput reports that steam transport would be of no use as far as his district is concerned as the stations to which stores are conveyed are situated at a distance from the canal.

The Collector of Madras observes that under the contract with the British India Steam Navigation Company, which does not expire till the 30th April 1884, Government stores for coast ports should be conveyed by their steamers. The freight annually payable on such stores amounts to about Rs. 3,720.

The Collector of Nellore reports that about 13,200 tons of wood per annum is conveyed to Madras by the canal from the Sriharikota jungles besides some treasure and stationery. The cost of conveyance of wood is about Rs. 9,900 exclusive of tolls; it would have to be carried in special boats towed by the steamers and delivered at the depôt in Madras.

The Collector of Kistna furnishes a statement showing the number of cases of stationery stamps and specie imported and exported during the last three years, but is unable to state the cost of carriage as freight is paid in Madras.

The Collector of Godáviri states that specie is never remitted from that district to Madras and that stores of any kind are seldom sent southwards.

The stores imported consist chiefly of stationery and stamps. No particulars of the quantities carried are given. He suggests that the canal should be utilized for the post.

The Superintendent of Stamps and Stationery does not consider that the provision of steam transport on the canal will supersede the facilities afforded by existing means of conveyance as regards stations other than Nellore, to which the consignments are inconsiderable.

The Officiating Commissioner of Salt Revenue gives the tonnage of salt brought to the Madras Depôt from the northern and southern factories at 60,000 tons; the rate of freight may be taken at five pies per ton per mile, the average lead being sixteen miles. Mr. Happell points out that as the drying grounds are situated at a distance from the canal and the branch canals are not large enough for steam traffic the boats will have to be loaded as at present, and that the use of steamers for towing them on the main canal will not effect any saving as the same crew as at present employed will still be required. The existing arrangements for the transport of salt cannot be altered without danger to the revenue.

Mr. Bliss, the Salt Commissioner, does not however share Mr. Happell's views as to the improbability of the conveyance of salt by steam transport proving a success, and he is in favor of giving the Company a trial if they will undertake the work at a rate of freight not exceeding 5 pies per ton per mile, allowing them to make a trial with one or two factories till the requisite experience has been gained.

4. In two further petitions, dated 2nd August 1881, the Buckingham Canal Steam Navigation Company solicit the following concessions:—

- (1) that they may be allowed to open out stations on Government waste land at various towns and villages along the canal;
- (2) that the Company be granted the privilege of cutting firewood from Government forests on the same terms as Railway Companies;
- (3) that the provisions of Section 8 of Act IV of 1879, and various clauses of the general rules relating to Indian Railways be made applicable to the Steam Navigation Company.

5. On a careful consideration of the foregoing papers the Right Honorable the Governor in Council does not see that much encouragement can be held out to the

petitioners. A monopoly of Government work cannot be granted to them, but of course tenders might be called for for the conveyance of Government stores, &c., by the canal for a specified period, prescribing condition of speed, rate per ton, &c., which during the contract period would secure a monopoly to the parties whose terms were accepted. The necessary action in the direction, so far as may seem desirable, will be taken in the several departments concerned and the petitioners can compete.

6. As regards the special requests put forward by the petitioners—

- (1) The Government cannot give a general reply regarding site for stations, but if Government waste land *is available* applications for the same through the Collectors concerned might be favorably considered.
- (2) The Government do not think there would be any difficulty in the petitioners obtaining fuel from Government forests on the same terms as the Railway Company. This, however, is a point for consideration in the Revenue Department.
- (3) The application to the Steam Boat Company of Section 8 of the Railway Act and the rules made under it does not seem to the Government to be practicable. The petitioners will not have a monopoly of the traffic such as the Act contemplates in the case of a Railway, and the provisions of the section are inapplicable to their case, which is simply that of private owners of certain boats plying on the canal. If however the petitioners have prepared the draft of a proposed Act which they may wish to have passed, they may submit it for the consideration of Government.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,  
Secretary to Govt., P.W.D.

To the Petitioners.

- „ Revenue Department.
- „ Judicial do.
- „ Military do.
- „ Board of Revenue.
- „ Superintending Engineer, Fifth Circle.
- „ Postmaster-General.

Exd. S. T. Austin.  
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BUILDINGS AND ROADS.  
CIVIL WORKS.

Gobt. of (1881) Madras.  
PUBLIC WORKS.

To

THE PETITIONERS,

&c., &c., &c.

Dated December, 24th.

Issued

Recd.

Encl.

G.O., 24th December 1881, No. 3190 W.

DECEMBER.

Nos. 99-100.

Steam Transport on the Buckingham Canal.  
—Passing orders on petition from Messrs.  
Kasim Alli Nukay and Company, merchants  
of Madras, submitting proposals for the pro-  
vision of — and requesting to be allowed  
the monopoly of Government work.

N<sup>o</sup> 126.

Camp Dummagudem  
15<sup>th</sup> December /81.

5. enclosures

(Through the Collector)

From

Assistant Conservator of Forests  
Godavery Division.

To

The Conservator of Forests  
Madras.

Sir,

I have the honor to return en-  
- closures which accompanied your N<sup>o</sup> 802  
of 26/11/81.

2. I consider that the forests of  
Rekapalli and Badrachellum are too  
remote to supply the fuel required by  
the Steam boat Company at Dowlesha-  
ram, for the following reasons; firstly,  
<sup>because</sup> there are no less than 4 separate jungles  
where the requisite wood can be pro-  
- cured (viz. Gernagudem Linga Reddi,  
a proprietor living at Rajahmundry &  
Rumpa) between the Upper and  
Lower District of Godavery; Secondly,  
I doubt whether the Forest Dept could  
Complete

Compete with the above and at the same time find it remunerative.

3. The Company however could obtain their supply from the localities hereunder mentioned - 1. Shikaripot jungles near Pulicat lake (vide Col. Beddome's report on the forests of the Kellose District) 2. The mangrove jungles of Baputta and Lepulli taluqs in the Krishna District, Guntoor portion (vide my report of 15<sup>th</sup> of October/80) Further north 3. from the jungles in the Bezuvada taluq of Krishna Dist. and the private ones belonging to the Zamindars of Mylavaram and Nozvid. (vide my report of 14<sup>th</sup> June/80) 4. Lastly from the low hills behind Bowlesaram and Rajamundri. I am doubtful whether this last has firewood of sufficient size for steamer use, as it is mostly scrub jungle. This could be ascertained from the jungle Conservancy Overseer, Mr. Goudie, working under the Collector's orders. All the above-named sites are within

within easy distance of the main Canal to Madras from the Godavari river.

I have &c  
Signed E. H. Poileau  
Asst. Secy of Forests

(True Copy)

Wm. D. Bayly  
Asst. Secy of Forests for  
Conservancy of forests.

Wm. D.

Office of Conservator of Forests.  
Madras, 17<sup>th</sup> Jan'y 1882.

N<sup>o</sup>. 1083

From  
The Conservator of Forests.

To  
The Secretary to Government  
Revenue Department  
Fort Saint George

Sir,

With reference to my communication N<sup>o</sup>. 800 dated 25<sup>th</sup> November

N<sup>o</sup>. 126 dated  
15<sup>th</sup> December 1881.

Last I have the honor to forward copy of a letter from the Assistant Conservator of Forests Godavary Division reporting on the subject of fuel supply to the Steam Boat Company at Dowlasahawaram

I have the honor to be

Sir,

Your most obedient servant

Chas. J. Bryant.  
Off. Conservator of Forests for  
Conservator of Forests

Copied by H. [signature]

Ph. Encl. 7/1/82  
965/1/82

Rev. 343/82

Revenue Department  
1881-82.

Revenue Forests.

From, No 343  
P.W.C. No 968

The Conservator of Forests,  
Madras.

To,  
The Secretary to Government,  
Fort Saint George - Madras.

Dated 17<sup>th</sup> }  
Received 21<sup>st</sup> } January 1882.  
No. 13. Feb 1882

No 1083.

Enclosure One

Subject

Forwarding copy of letter from  
the Assistant Cons. of Forests, Godavari,  
reporting in the subject of fuel  
supply to the Steam Boat  
at Dowlaisheerabad. February 1882

B. No 407 Wd 15<sup>th</sup> Feb 82  
In the order

Transferred  
Etd. in Receipt Book

no: No 454.

Transferred to the  
Public Works Depart-  
ment - being wrongly  
addressed to this department.

Quarto  
Secretary to Govt  
R. D.

Madras,  
9<sup>th</sup> Feb 1882

B. No 407 Wd 15<sup>th</sup> Feb 82

Recorded with  
reference to L. O.  
3190 W. d/24. Dec. 81.

142-82

Go 3190 W. 24-12-81.

18.

Low 2