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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

PW

DEPARTMENT

G.O. No.	818(W)	Press.
~~B.P. No:~~		~~Mis.~~
Dated	18.3.1883	198 .

Not to be folded or roughly handled

Archives 1--10,006 1 -80.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

No. 90.

READ—the following letter from G. T. WALCH, Esq., Officiating Superintending Engineer, First Circle, to the Chief Engineer, Public Works Department, dated Dowlaishweram, 17th February 1883, No. 2783 G.D.:—

With reference to G.O., No. 3172 W., 2nd December 1882, I have the honor to ask a reference to paragraph 3 of G.O., Revenue Department, No. 921, 4th August 1880, in which it is distinctly said that in addition to the rent the Canal and Ferry Fund should provide for current repairs.

2. The steamer and her engines are old, and if Government consents to keep her in repairs, the rent will probably be almost all swallowed up.

3. It would be better to sell the steamer to the ferry for a small sum, say Rs. 3,000, than to hire her out at the present rate and keep her in repair.

No. 91.

ORDER—dated 13th March 1883, No. 818 W., Public Works.

The Government are of opinion that it would be better to sell the steamer. She will accordingly be put up to auction, when she can be purchased for the ferry if considered desirable.

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To the Superintending Engineer, First Circle.
" Examiner, Public Works Accounts.
" Revenue Department.

Ed. A. F. Woodall.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of [1883] Madras.

PUBLIC WORKS.

Dated March, 1883.

Rect. *Encl.*

G.O., 13th March 1883, No. 818 W.

MARCH.

Nos. 90-91.

Steamer "Godavari"

Ordering the sale of the — by auction, with certain remarks.

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

46h August 1880, No. 921.

READ THE FOLLOWING PAPERS :—

G.O., 29th November 1878, No. 4,573-W, P.W.D.

G.O., 3rd May 1879, No. 1,291-W, P.W.D.

No. 39. Proceedings of the Board of Revenue, dated 24th December 1879, Miscellaneous No. 12,194.

Read the following letter from W. S. FOSTER, Esq., Collector of the Godávari District, to C. A. GALTON, Esq., Acting Secretary to the Board of Revenue, dated Cocanada, 1st December 1879, No. 334 :—

I HAVE the honor to forward a letter (copy), No. 1,705, of the 1st ultimo, from the Superintending Engineer, forwarding two plans and specifications (originals sent herewith to be returned) of steamers for the ferry at Rajahmundry.

2. I certainly prefer the smaller of the two, as she can go through the locks. If the experiment to use her as a ferry at Rajahmundry fails because she does not pay, she may be employed to carry goods and passengers from Cocanada to Bezvada. I think also that she can be brought from England more easily than the larger steamer.

3. I think that the canals would ordinarily have sufficient water for the small steamer to make trips to and from Cocanada.

4. I have written to the Steamer Agents here to let me know if they could give me a very rough idea of what the cost of bringing the steamer from England would be, but they are not able to do so.

5. I should be glad to know the Board's opinion and orders before replying to the Superintending Engineer. He has addressed his letter to the President of the Local Fund Board by mistake.

ENCLOSURE No. 1.

From the Superintending Engineer, First Circle, to the President of the Local Fund Boards, Godávari District, dated Dowlaishweram, 1st November 1879, No. 1,705-G.D.

I HAVE the honor to forward, for your information, the specifications (to be returned) and plans for two steamers obtained from the Secretary of State as per G.O., No. 1,340, of the 1st August 1878, with a view to the establishment of a steam ferry at Rajahmundry.

2 Tracings of Ferry Steamers.
2 Specifications of Ferry Steamers.

2. The smaller of the two steamers could pass through the canal locks completed. She would cost in England about £1,400, or, at present rate of exchange, about Rs. 16,000, to which must be added freight from England to Dowlaishweram, which Messrs. Hall, Wilson, and Co. could probably tell you, and putting together to Dowlaishweram Rs. 2,000, annual repairs would be about Rs. 300, and the cost of running dependent on the actual number of hours' work about Rs. 3,750 per annum.

3. The larger steamer would cost in England about £3,700 or Rs. 42,000, freight and carriage to Dowlaishweram not known, putting together at Dowlaishweram Rs. 3,650, annual repairs Rs. 500, cost of running dependent as above about Rs. 10,000 per annum. The hull could be taken through the canal locks when the paddles and boxes, shifting and bearings had been removed.

4. Whatever steamer be bought I think you must calculate on her being out of work for repairs for from three weeks to a month every year. For longer when she gets older.

5. I shall be glad to receive the opinions of your Board at an early date.

ENCLOSURES Nos. 1 and 2.—Two Plans and two Specifications of Ferry Steamers.

SUBMITTED for the orders of Government. The Board consider that the smaller steamer is preferable in every way.

(True Copies and Extract.)

(Signed) J. STURROCK,
Acting Sub-Secretary.

No. 8-W.

No. 40. MEMORANDUM.

Irrigation.

THE undersigned has the honor, in returning the papers received with Official Memorandum No. 23, of the 17th instant, from the Acting Secretary to Government, Revenue Department, to say that the steam launch 48 feet in length would, if answering to the specification, be amply powerful enough for the Rajahmundry ferry on the Godávari, and probably the design is suitable, taking into account that it appears to be desired to be able to use the vessel on the canals, should it be found that it will not pay to work a steam ferry at Rajahmundry.

2. The Superintending Engineer, First Circle, estimates the working expenses at about Rs. 4,000 a year; adding depreciation Rs. 1,500, and interest Rs. 900, the total will be about Rs. 6,400 yearly or about Rs. 24 a day. Assuming a charge of one anna per passenger, the number of passengers required to make the ferry pay would be 334 or, say, 192 each way, and as the steamer is designed to carry 32 passengers, it would have to make six double trips if running by itself; on the other hand, it would be able to tow a boat carrying another 32 passengers, and then three double trips would suffice, if the traffic be pretty equally distributed throughout the day of, say, ten hours. As a fact, probably, the bulk of the traffic would be confined to a smaller number of hours, and the vessel might run with or without a boat in tow according to the demand for accommodation. On the whole it is probable that a charge of one anna per passenger would about cover expenses, if the traffic be such as to make it advisable to have a steam ferry. On this point the undersigned has no information.

52 Sundays.	
38 Days repairs.	
Total ... 90 Idle days.	
Leaving 275 Working days.	

3. The Superintending Engineer's estimate that the steamer would have to be taken off the ferry, for repairs, for three or four weeks annually, is a low one, and if this result be attained it will be very creditable to the Engine Driver.

JUPAUD, (Signed) J. MULLINS, Colonel, R.E.,
26th January 1880. Chief Engineer for Irrigation.

No. 41. Proceedings of the Board of Revenue, dated 23rd March 1880, Miscellaneous No. 3,343.

Read Official Memorandum from the Acting Secretary to Government, Revenue Department, dated 2nd March 1880, No. 80.

THE Board have perused the Note from the Chief Engineer for Irrigation regarding the steam launch for the Rajahmundry Ferry, and adhere to the opinion already expressed that the smaller steamer is preferable.

2. According to the Canal and Ferry Fund Budget of 1880-81, the fund appertaining to the Godávari District is expected to close with a balance of Rs. 1,30,480 as shown in paragraph 5 of the Board's Proceedings, dated 17th January 1880, No. 93. In the current year's regular estimate* there is a provision of Rs. 15,000 for the purchase of a steamer for the ferry in question, but as this allotment cannot be utilized before ...

* *Vide* paragraph 6 of Board's Proceedings, dated 22nd November 1879, No. 3,220.

close of the year, the balance available may be taken as Rs. 1,45,480, from which the cost of the steamer can be provided.

(True Extract.)

(Signed) H. B. GRIGG,
Acting Sub-Secretary.

No. 41-A. Endorsement, Financial Department, dated 19th July 1880, No. 1,434.

Memorandum, Public Works Department, dated 13th July 1880, No. 235.

Office Note from the Secretary to Government, Revenue Department, dated 30th April 1880.

OFFICE NOTE.

No. 196.

THE *Godávari* and *Wurdah* Steamers are powerful vessels having a light draught of water (under 18 inches), and can carry a good number of passengers, and tow anything. I think it would be an excellent plan to place one of them on the Rajahmundry ferry, at any rate as an experiment. I cannot say what the charge should be for the hire of the steamer, but the Superintendent of Works, Godávari, could make this out on the principle adopted for the Delta steamers; but of course this charge could be limited to—

(1) depreciation charge,
(2) cost of repairs,

as the crew, oil, small stores, &c., would be paid by the Ferry Funds. The steamers belong to Provincial. If it be found that the steamer fairly suits the traffic requirements it could be purchased for the ferry, as I believe it has been proposed to sell the upper Godávari steamers. The steamer cannot take carts or cattle, but it would be easy to build or purchase boats which would carry these, and four such boats could be taken across by the steamer at once.

2. I do not know what the working expenses for crew, fuel, &c., of these steamers may be, but of this there is a record in your office in connection with the reports of the results of the seasons' navigation of the upper Godávari.

3. It is possible that these expenses may be too high for the ferry, but this will depend upon the traffic, which will need to be experimentally ascertained. As there are the two steamers of the same type, when one needs repairs, the other could at two or three hours' notice be put on the ferry. The *Prince*, the third large steamer belonging to Provincial, is neither as handy nor as efficient as the other two, and I believe it draws much more water.

4. I should think that, were the working expenses of the *Godávari* or *Wurdah* found to be too great, a smaller steamer could be built for the ferry at Dowlaishweram, the machinery only being obtained from England, at less than half the cost of importing one from England, and I believe that there would at the present day be no difficulty about the design of the hull as we have so many different types to work from.

3rd May 1880. (Signed) J. MULLINS, Colonel, R.E.,
Chief Engineer for Irrigation.

From G. T. WALCH, Esq., Superintendent of Works, Godávari District, to the Chief Engineer, Public Works Department, dated Dowlaishweram, 26th June 1880, No. 868.

WITH reference to your Memorandum No. 1,317, dated 12th May 1880, and your telegram of the 24th instant, I have the honor to forward herewith copies of

the three statements connected with the running of the steamers up the river to Dumagudem in the season of 1878.

ENCLOSURE No. 1.—Statement showing the total receipts on each trip derived from steamers running on the Godávari during 1878, and the expenditure on them.

ENCLOSURE No. 2.—Statement showing the expenditure on Steamer *Godávari*, and the charges on Government for its working during the months of August and October 1878.

ENCLOSURE No. 3.—Statement showing the expenditure on Steamers *Wurdah* and *Godávari* and the charges on Government for their working during the months of July and August 1878.

REFERRED to the Financial Department in continuation of the reference made in No. 220, dated 2nd July 1880.

(Signed) J. MULLINS, Colonel, R.E.,
for Secretary to Govt., P.W.D.

TRANSFERRED, with the previous papers, to the Revenue Department.

(Signed) R. DAVIDSON,
Chief Secretary.

No. 42. ORDER THEREON, 4th August 1880, No. 921.

Miscellaneous.

As the experience of the last twelve months appears to show that it is essential for administrative purposes to have power to move bodies of Police or Troops up the Godávari river to the Agency tracts, and that frequent visits to river-side villages by the Assistant Agent and by Police officers of higher rank will be required, for both of which purposes the aid of steamers will be necessary, the Government consider that the orders* directing the sale of the upper Godávari steamers should be cancelled and the necessary action will accordingly be taken in Public Works Department.

* G.O., 29th November 1878, No. 4,578-W, Public Works Department.
G.O., 3rd May 1879, No. 1,291-W, Public Works Department.

2. One of these steamers, the *Wurdah*, should be retained for making occasional periodical trips, of which due advertisement should be made; while the other, the *Godávari*, will be experimentally worked for one year at the Rajahmundry ferry, instead of a new steamer being purchased for it in England.

3. The Canal and Ferry Fund will pay to Provincial Rs. 80 per mensem for the use of the Godávari steamer, and will also provide all her working expenses, crew's wages and current repairs.

4. The arrangements for meeting the charges incidental to the working and upkeep of the other steamer will be determined in the Public Works Department.

5. The Board of Revenue will, in consultation with the Collector, prepare and submit rules for the working of the ferry steamer, specifying the routes to be taken and the number of trips to be daily made. Her use will of course supersede existing ferry-boats to a considerable extent, and the contracts which have been already entered into may need modification. The Collector should consider and

report what restrictions it will be necessary to impose on the use of ordinary boats in working the ferry.

(True Extract.)

(Signed) C. G. MASTER,
Secretary to Government.

To the Board of Revenue.
„ the Judicial Department.
„ the Financial Department.
„ the Public Works Department.
„ the Military Department.

Exd. W. H. French.

80 Copies.

Govt. of Madras Circulars.

REVENUE.

To

The Board of Revenue,

&c. &c. &c.

Dated Ootacamund, the 1st August 1881.

No. 1049 of 1880.

Sir,

I am directed to transmit for the information of the Board of Revenue a copy of the undermentioned papers, and to request that the Board will take such action as may be necessary.

From	To	Date	Subject
Chief Engineer for Irrigation	Superintending Engineer, First Circle	30th July 1880	Steamer "Godavery"

I am, Sir,

Your most obedient Servant,

Secretary to Government.

Ootacamund 30th August 1880

Communicated to the Supt of Works Godavery. He will arrange for the employment of the Steamer as directed in these orders. He observed that there is a sum of Rs 2300 in Part IV of the Provincial Budget of the current year at the disposal of the Supt of works for the upkeep of the boats. Care should be taken that they are not permanently employed on ferry working under

Sd/-

To

The Asst Engr in Charge
Supt of Works Godavery

No. 2783 G.S.

FROM,

THE SUPERINTENDING ENGINEER,

FIRST CIRCLE.

TO,

THE CHIEF ENGINEER

for Irrigation,

Dowlaishweram, 17th February 1882.

SIR,

With reference to G.O. No. 3724 2/12/82. I have the honor to ask a reference to Para 8 of G.O. No. 2921 dt 5th Aug 1881 in which it is distinctly said in addition to the rent the Canal Ferry Funds should provide for current repairs.

2. The steamer & her Engines are old and if Government consent to keep her in repairs the rent will probably be almost all swallowed up.

3. It would be better to sell the Steamer to the ferry for a small sum say Rs 8000, than to hire her out at the present rate & keep her in repair.

I have the honor to be,

Sir

Your most obedient Servant

Sd/-

Supt Engr 1st Circle

2049 dtd 20/2/03

Spl 4/5 0 2

From

The Superintending Engineer

2nd Circle

To The Chief Engineer

P.W.D.

Madras

Dated 17th February 1863

Received 23rd do

No 2703 G.D.

Endorsement

Steamer Godavari

Recommending that

the same may be sold

to the ferry at Rajah-

-mundry for reasons

stated therein

P. W. Department.

Read the following:—

From the Superintending Engineer 2nd Circle

No 2703 G. D. dated 17th February 1863.

FOR ORDERS.

The rate of Rs 80

was fixed on the

distinct understanding

that the fund such long

fund should provide

for repairs and with

reference to the fact

that the Godavari

was an old steamer,

much needed much repair.

If she had been

a new vessel the

rough order the hire

would have been

much more.

For

FOR ORDERS.

For the current year the original agreement must it is thought be adhered to.

If the Revenue Department are not prepared to hire her for 1883/84 on the same terms she should be offered to them for Rs 6000 or put up to Auction.

8/84

A. M. Lang Colonel R.E.
Secretary to Govt Mily Dept

Copy R 3/5/83

No 318 Mily

Genl
Exct

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT. 8/84

Under date the 10 March 1883

Read the following

From the Superintending Engineer, First Circle — M.E. No 2783 G. dated 7-8-83.

The Government are of opinion that it would be better to sell the Steamer. She will accordingly be put up to auction or less she can be purchased for the Ferry if considered desirable.

Copy

Dr W 17/3

To
The Supdg Engr, First Circle
" Examiner P.W. Accts
" Revenue Deptt
(The Secretary to Govt, Revenue Deptt
for circular entrials)

12/3/83 PW
12/3/

1883.

Public Works Department.

1413

No. 888 W

Dated 13 March

Despatched 83

Received

20-91

SUBJECT.

"Kamer Godavari"

Ordering the sale

of the ——— by auction

under certain reserve &c.

65

5

Enclosed the Receipt Register