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22 (3) Initials of the Referencer by

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

J.W.D. DEPARTMENT

G.O. No.	2618	Press.
B.P. No.		Mis.
Dated	27. 60. 1884.	198.

Not to be folded or roughly handled.

27TH OCTOBER 1884, No. 2618 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

READ—the following letter from Lieutenant-Colonel P. MONTGOMERIE, R.E.,
Superintending Engineer, I Circle, to the Chief Engineer, Public Works
Department, dated Dowlaishweram, 9th October 1884, No. 255-G.L. :—

I have the honor to surrender the following allotments under Provincial and
other Incorporated Local Funds for the reasons entered against each of them, and to
request that they may be resumed:—

	Amount of Allotment.	Allotment surrendered.	Remarks.
PROVINCIAL <i>Communications.</i>	RS.	RS.	
Clearing silt in Chilka canal, Ganjam district.	74,600	50,000	See this office letter, No. 395-G., dated 9th October 1884, to the Chief Engineer for Irrigation.
OTHER INCORPORATED LOCAL FUND.			
<i>Canal and Ferry Fund.</i>			
Purchase of steamer for the Rajahmundry ferry.	60,000	60,000	This amount will not be required this year. See G.O., No. 2348 W. of 23rd September 1884.

ORDER—dated 27th October 1884, No. 2618 W., Public Works.

The sum of Rs. 50,000, surrendered by the Superintending Engineer, I Circle,
from the grant assigned from Provincial funds for the Chilka canal in the Ganjam
district, has been resumed in separate proceedings and added to the reserve with
Government under Provincial.

2. As it is not likely that the designs and estimates for the steamer required for
the Rajahmundry ferry will be ready before the close of the official year, the sum of
Rs. 60,000, assigned for the purpose in the current year's Incorporated Local Fund
Budget under Tools and Plant, Special, is resumed and replaced at the disposal of the
Financial Department.

(True Extract.)

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

To the Superintending Engineer, I Circle.
" Examiner, Public Works Accounts.
" Revenue Department.
" Financial "
" Chief Engineer for Irrigation.

Exd. A. Aubert.
Spare Copies

GENERAL
ACCOUNT.

Gobt. of (1884) Madras.

PUBLIC WORKS

Dated October, 27th.

Read.

Encl.

G.O., 27th Oct. 1884, No. 2618 W.

OCTOBER.

Funds

Certain — surrendered by the Superintending Engineer, I Circle, resumed.

23RD SEPTEMBER 1884, No. 2348 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

READ—the following paper:—

Proceedings of the Board of Revenue, dated 20th August 1884, No. 2907.

Read—the following letter from Lieutenant-Colonel P. MONTGOMERIE, R.E., Superintending Engineer, I Circle, to the Collector of Godáviri, dated Dowlaishweram, 21st July 1884, No. 1078 G.D.:—

In returning to you the correspondence regarding the new steamer required for the Godáviri ferry at Rajahmundry, which I received with your letter, No. 74, dated 27th May 1884, asking my opinion on certain points connected with the subject, I have the honor to inform you that, from my own personal experience of the river, I concur with Mr. Walch and am decidedly of opinion that 2 feet draught is the outside that would be permissible for a steamer to be useful on this ferry or for any other purpose on the river Godáviri, excepting during the freshes of the south-west monsoon. But I fail to perceive any reason whatever why your river steamer should be limited to such dimensions as would enable her to pass through the locks in the delta canals even when she is dismantled; on the contrary there are probably many political and administrative reasons even more cogent than those stated in proceedings of Madras Government, Revenue Department, No. 921, dated 4th August 1880, why she should be of light draught and of sufficient power to proceed up by the river at all seasons, necessitating a length and breadth of beam that would quite preclude her from passing through the delta locks. She might, however, be passed over the anicut during floods, if necessary.

2. The Acting Collector, Mr. W. A. Happell, stated in his endorsement printed with proceedings of Madras Government, No. 1223, dated 10th November 1882, that the steamer *Godáviri* has answered the purposes of the ferry very well, and I fully agree with this gentleman and with the Sub-Collector, as stated in their communications printed with Proceedings of Madras Government, No. 2294, Public Works Department, dated 16th August 1883, that a steamer for the ferry should be built on a similar model to that of the steamer *Godáviri*.

3. The designs of the steamer *Godáviri* and its two sister vessels are, as you may not perhaps be aware, the result of the matured experience of Colonel F. Haig, R.E., and the other engineers and nautical men who were for several years engaged on the improvement and development of the navigation of the Godáviri river; and I am unable to furnish you with a specification for a steamer that would answer your purpose better. I would therefore suggest that the Inspector of Machinery, Kidderpore (if you have determined to have your steamer built there), be requested to depute some intelligent workman to visit this district and prepare a design for a new steamer from the present *Godáviri*; he would thus have an opportunity of personally consulting the local officials in suggesting improvements on the design of that vessel, and would see for himself the requirements of the case.

4. The steamer *Godáviri* was designed to pass through the Upper Godáviri locks, which are 200' x 30', and to draw 18 inches of water, and was built by Messrs. Rondolph, Elder and Company of Glasgow; if you think of getting a boat like her, I shall be glad to send you a drawing of her with a descriptive memorandum.

5. With regard to the utility of a smaller vessel, capable of passing through the locks of the delta, I have the honor to observe that such a vessel would be limited to about 95' X 14' over all; and with a draught of about 2 feet she is not likely to have sufficient power to stem the high floods or to tow heavy boats against stream, but she would be very useful in taking the place of the larger vessel when laid up during low stages of the river, and would be invaluable in acting as her tender on occasions such as those referred to in paragraph 1 when she has to proceed up river.

6. I would also suggest that the agent from Kidderpore be requested to prepare design and estimate for a vessel of the smaller as well as the larger size; but instead of a screw launch, which cannot be designed to draw less than 2 feet of water, if so little, I would strongly recommend that the smaller be the counterpart of the larger steamer on a smaller scale, viz., a flat-bottomed stern wheel steamer. She could be built to draw from 14 to 16 inches at most, and would be invaluable for your Political Agent up river.

7. Both vessels should be made of thin steel plates, not wood.

8. With reference to the use of screw propellers in this district, I have the honor to observe that, although small screw steamers may be admissible for canal work, the use of the screw is prohibitory for work on the Godavari river where the two essentials are light draft and power. The only screw steamers at present employed in this district are the *Arthur Cotton* and the *Victoria*, and both these vessels have to be laid up so far as river-work is concerned during the most valuable months of the working season.

No. 367.

Submitted to the Board of Revenue for orders, with reference to their proceedings, Mis. No. 8199, dated 28th September 1883. As regards the dimensions of the steamer, Mr. Walch wrote in his specification as follows:—

"The steamer will have, in order to get to Rajamundry, and may have afterwards at rare intervals, to pass along canals and through locks, and the dimensions of her hull, exclusive of the paddles and paddle boxes (which must be removable) must not exceed 90 feet by 30 feet, and should not be more than necessary to meet the other requirements."

The opinion now expressed by Lieutenant-Colonel Montgomerie is entirely opposed to this, and I must therefore recommend, for the consideration of the Board, Colonel Montgomerie's suggestion that the Inspector of Machinery, Kidderpore, be requested to depute an intelligent workman to visit this district.

COCANADA,
4th August 1884.

(Signed) W. S. FOSTER,
Collector of Godavari.

Resolution—dated 20th August 1884, No. 2907.

Submitted for the orders of Government, with reference to the correspondence ending with G.O., No. 2294 W., dated 16th August 1883.

2. Mr. Walch says that the steamer, in order to get to Rajahmundry, must pass through locks, which limit its dimensions to 90 feet by 30 feet, but Colonel Montgomerie considers that a much larger steamer, more suitable for work in times of flood, could be brought over the anicut, if necessary, and is in favor of a flat-bottomed boat with a paddle wheel at the stern. Colonel Montgomerie further suggests that the Inspector of Machinery at Kidderpore be asked to send an intelligent man to Rajahmundry to see the steamers there and ascertain exactly what is wanted.

(True Copies and Extract.)

(Signed) G. MACKENZIE,
Acting Sub-Secretary.

To the Secretary to Government, Public Works Department.

ORDER—dated 23rd September 1884, No. 2348 W., Public Works.

The following letter will be addressed to the Director of Indian Marine, Calcutta:—

(Here enter No. $\frac{2348 W.}{A}$, dated 23rd September 1884.)

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, I Circle.
Revenue Department.
Chief Engineer for Irrigation.

Exd. E. Fernandez.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of 1884 Madras.
PUBLIC WORKS.

Dated September, 23rd.

Recd.

Encl.

G.O., 23rd Sept. 1884, No. 2348 W.

SEPTEMBER.

Steamer for Rajahmundry
Ferry

Orders on proceedings of the Board of
Revenue submitting correspondence regard-
ing the —.

16TH AUGUST 1883, No. 2294 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

General.
Account.

READ—the following papers :—

G.O., dated 26th July 1883, No. 914, Revenue.

Read—the following Proceedings of the Board of Revenue, dated 11th July 1883,
No. 1980.

Read—the following G.O., dated 24th March 1883, No. 403, Revenue :—

Read—the following G.O., dated 13th March 1883, No. 818 W., Public Works :—

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. 8,000, than to hire her out at the present rate and keep her in repair.

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 con-
sidered desirable.

(True Extract.)

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

Order—dated 24th March 1883, No. 403, Revenue.

Communicated to the Board of Revenue, who will consider the desirability of
purchasing the steamer for the Godavari Ferry, and instruct the Collector as to the
action he should take in the matter.

(True Extract.)

(Signed) E. F. WEBSTER,
Secretary to Government.

Reference, dated 6th April 1883.

Communicated to the Collector of Godavari for early report.

(Signed) J. A. DAVIES,
Acting Sub-Secretary.

From C. L. B. CUMMING, Esq., Acting Sub-Collector, to the Acting Collector of the Godavari District, dated Rajahmundry, 4th May 1883, No. 207; and Endorsement by W. A. HAPPELL, Esq., Acting Collector of the Godavari District, dated 11th June 1883.

In reply to your letter, No. 239, dated the 18th ultimo, I have the honor to state that I have inspected the Steamer *Godavari*, now used for the steam ferry. By appearance she is old, and Mr. Gaitane, the Head Engine Driver, reports that the engines are nearly worn out, and will probably be useless in a short time. The hull also needs repair, and is said to be full of holes. Mr. Gaitane says that the steamer is useful in the flood season, as, from her size and weight, she can make head against a strong current, but she burns a great deal of wood, and is consequently an expensive boat. He advises the purchase of a lighter boat for all seasons, except the flood season, when the *Godavari* might be used if purchased at a cheap rate from the Department of Public Works.

2. I am no judge of boats, but she does not appear to me to be worth the 8,000 rupees named, but if put up to auction, I think we might bid as far as 5,000 rupees. If the engines, however, give way entirely in a short time, I do not see who is to repair them; and I would, on the whole, advise the purchase of a new steamer built on a somewhat similar model, but of lighter make, and to burn less wood, and with similar stowage room for passengers. The upper deck of the *Godavari* is covered with iron plates, which make it very heavy, and the object of which is not clear.

No. 283.

Submitted to the Board of Revenue in reply to their reference on Government Register No. 1321, dated 6th April last.

2. The *Godavari* is hardly worth purchasing, as she is nearly worn out and very expensive to work; but if she goes cheap, it may be worth while to buy her for use when the new steamer which the ferry requires is laid up for repairs.

3. The experience already gained shows that a steam ferry will nearly, if not quite, pay its way, but it ought to be maintained even if the tolls levied fall short of the expenditure, the deficit being met from the Canal and Ferry or other Local Fund. It does not seem necessary to prove at length that general funds may justly be made chargeable for providing facilities for crossing passengers and goods over a river like the Godavari.

4. The steamer recommended by Mr. Foster, in his letter, dated 1st December 1879, No. 334, and approved by the Board in their Proceedings, Mis. No. 12194, dated the 24th idem, would be of very little use. The ferry steamer must have power and weight as well as large accommodation for passengers. Carts horses, and cattle have to be taken across in great numbers. Economical working requires that the steamer should not make more than two or three trips a day. She must have, therefore, size and power enough to carry half the passengers and tow the flat boats carrying half the carts and goods likely to be passed across in a single day. For this a steamer like the *Godavari* is required; but she should have some simple form of high pressures engines so as to burn as little wood as possible.

5. The Public Works Department of the Government should be asked to provide a new steamer of a suitable description. The Canal and Ferry Fund of this district can afford to pay 50,000 or even 60,000 rupees, if necessary, for a suitable boat. The undersigned would prefer to leave the details to Engineers who understand them.

6. The *Godavari* is to be sold by auction on the 6th August. If a new steamer cannot be provided by 1st August, and it is not thought advisable to buy the *Godavari*, the steam ferry cannot be worked after that date. If the Board think the *Godavari* should be bought, the figure up to which permission is given to bid should be communicated confidentially. A private purchaser would break her up and sell the materials.

Resolution—dated 11th July 1883, No. 1980.

The Board have no means of forming an independent judgment of the value of the Steamer *Godavari*; but if the Collector is satisfied, by local professional opinion, that the steamer will serve as a ferry-boat for another year or two, without undue risk to the public, he is authorised to bid up to one thousand rupees beyond the figure named by the Sub-Collector. It is noted that the engines are said to be "nearly worn out," and that the hull is said to be "full of holes."

2. With regard to the purchase of a new steamer, the Board would leave to the professional advisers of Government both the selection of a vessel of the type thought most suitable and the question as to whether the hull should be built at Dowlaish-weram, as suggested by the Chief Engineer for Irrigation in paragraph 4 of the office note, printed with G.O., dated 4th August 1880, No. 921, Revenue Department.

The Board accordingly request that Government will be pleased again to refer this matter to the Public Works Department for final settlement.

The Board would suggest that a limit of Rs. 50,000 might be named as the highest figure that should be sanctioned for the new steamer, delivered at Rajahmundry in working order.

The Collector's remarks in paragraph 4 *supra* appear to deserve particular consideration.

(True Copies and Extract.)

(Signed) H. M. WINTERBOTHAM,
Acting Sub-Secretary.

Order—dated 26th July 1883, No. 914, Revenue.

The Board's Proceedings are approved.

2. The subject of paragraph 2 will be referred for consideration in the Public Works Department as suggested.

(True Extract.)

(Signed) C. BOWEN, Major R.E.,
Under Secy. to Govt., P.W.D.,
for Secretary to Government.

ORDER—dated 16th August 1883, No. 2294 W., Public Works.

Communicated to the Superintending Engineer, First Circle, who will, in communication with the Collector, draw up a specification for a new steamer for the Godavari Ferry, which should be sent to the Calcutta Dockyard for plans and estimates.

2. It would appear from the letter of the Superintending Engineer, First Circle, recorded with G.O., No. 921, dated 4th August 1880 (Revenue Department), that plans and specifications for two steamers were obtained from the Secretary of State. These documents are now probably with the Collector, and may be referred to. The smaller of the two steamers was considered suitable by the Board of Revenue.

3. The Superintending Engineer should specially consider whether a wooden hull would not be more suitable than a steel one.

(True Extract.)

(Signed) R. H. SANKEY, Major-General, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, First Circle.

" Chief Engineer for Irrigation.
" Revenue Department.
" Board of Revenue.

Exd. E. Fernandez.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of Madras.

PUBLIC WORKS.

Dated August, 16th.

Recd.

Encl.

G.O., 16th Aug. 1883, No. 2294 W.

AUGUST.

Steamer for the Godavari Ferry

The Superintending Engineer, First Circle, ordered, with remarks, to draw up a specification for a new—

2618
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23RD SEPTEMBER 1884, No. ^{2348 W.}_A, PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

LETTER—from

COLONEL J. SHAW-STEWART, R.E.,

Secretary to the Government of Madras,

Public Works Department.

To

THE DIRECTOR OF INDIAN MARINE, CALCUTTA.

SIR,

In forwarding copy of the proceedings of this Government marginally noted, I am directed to inquire whether an intelligent workman can be deputed from the Kidderpore dock-yard to visit the Godavari district and to consult local officials with a view to designs and estimates being ultimately prepared for steamers required as ferry boats on the Godavari river.

I have the honor to be,

Sir,

Your most obedient servant,

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

OOTACAMUND,
23rd September 1884.

Exd. E. Fernandez.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of [1884] Madras.

PUBLIC WORKS.

Dated September, 23rd.

Recd.

Encl.

23rd Sept. 1884, No. 2348 W.
A

SEPTEMBER.

20/8W

Steamers and Ferry Boats for
the Godavari

Inquiring whether an intelligent work-
man can be deputed to Rajahmundry to
consult the local officials in regard to
designs and estimates for steamers and
ferry boats required on the Godavari river.

No. 255 G/L

FROM,

THE SUPERINTENDING ENGINEER

FIRST CIRCLE.

TO,

THE CHIEF ENGINEER

Public Works Department
FOR IRRIGATION.

DOWLAISHWERAM,

9th October 1884

Deepa - Do

SIR,

I have the honor to surrender
the following allotments under Provincial
and Other Incorporated Local Funds
for the reasons entered against each of
them and to request that they may be
resumed.

Provincial Communications.	Amount of allotment surrendered.	Allotment surrendered.
Clearing Silt in Chilka Canal Ganjam District.	74,600-50,000	

See this Office
letter No. 395 Gm.
Dated 9/10/84
to the Chief Engi-
neer for Irrigation

Other Incorporated
Local Fund
Canal & Ferry Fund.

Purchase of Steamer for the Rajahmundry Ferry	60,000-60,000
--	---------------

This amount
will not be
required this
year. See G. O.
No. 2348 W
of 23rd September
1884.

I have the honor to be

Sir

Your Most Obedient Servant

Wm. F. Keen Lieut. Col. R.E.

Superintending Engineer & Circle.

26/8
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8

Q.6 No 23484. 23.9.84
 " " 22944. 16.8.83
 " " 23484. 23.9.84

From

The Supg Engineer (16)
 1st Circle

To The Chief Engineer
 D.P.W.
 Madras

Dated 9th
 Despd 9th } October 1884
 Recd }
 No. 255 of C
 Encls. —

Surrender of allotments
 under Provincial & other
 Incorporated Local Funds.

Requests to resume certain

Old 21/10

21.10.84

Genl
 Secy

No 26184

PUBLIC WORKS DEPARTMENT.

26/8
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PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 27th Oct 1884.

Read the following

From the Suptg. Engineer I Circle - H. S. No. 255 of C. 24/9th October 1884.

The sum of Rs 50,000 surrendered
 by the Superintending Engineer I Circle
 from the grant assigned from Pro-
 vincial funds for the Chitka banal
 in the Bangalore District ^{has been} resumed
 in separate proceedings
 and added to the reserve with Govt.
 under Provincial.

R.S.

2. As it is not likely that the
 designs and estimates for the steamer
 required for the Rajahmundry Ferry
 will be ready before the close of the
 official year, the sum of Rs 60,000,
 assigned for the purpose in the
 current year's Incorporated Local
 Fund Budget under Tools & Plant
 Special, is resumed and replaced
 at the disposal of the Financial Deptt.

25/11/84

To The Suptg. Engr. I Circle
 " Examiner P.W. Accts.
 " Revenue Deptt.
 " Financial Deptt.
 " Chief Engr. for District

CH
 20.10.84

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Govt. of Madras.

PUBLIC WORKS.



Dated

20/1/84

Recd.

Encl.

G.O., 27 Feb 1884, No. 2618 d

Revd

Certain - surrendered
by the Muz. Dept.
1 mile resumed.

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