

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

D. O. from Mr. M. R. Weld, Dy. Collector
and Magistrate of Kistna, Masulipatam
dated 30th December 1885.

— — —

Order thereon 16 January 1886 at 10^{1/2} hrs.

The following extract from the letter
read above will be communicated to the
Master Attendant and the Public Works
Department:

+ + + + +
"About the port of this district, canals are
being opened into the upper river on the Godavari
frontier from both districts, those of this district
go in (1) at Tadivād about 8 miles below the
Colair and (2) at Tannipuram 2 or 3 miles from
the mouth. The 1st is finished all but the tidal
lock and will be opened next year. 2 has
7 or 8 miles only dug and won't be open for some
time. They will give direct routes from here,
via Panaru junction and Kowteram. 1 to
Rajamundry and 2 to Coconada. The upper
now

now almost unknown, will become a great highway of commerce, it is a deep clear river, the water having dropped its silt in the Colair and the canals and will not silt up, the tide runs right up to the Colair some 27 miles and the issue from the Colair is 15 feet deep - off the mouth the 4 fathom line comes within a mile of the shore. I asked Mr. Allen Assistant Engineer D. W. to take the occasion of his going to the place to observe and give me a description of the mouth and bar; he says in the river the depth is great, 30 feet or so, the bar is only 15 feet or so thick and has on it 6 feet at low and 9 feet at high tides, and that big boats enter. The tides must give a good sweep and scour in such a river with 27 miles of flow and I think that a no very great expenditure on groynes ought to accomplish the sweeping away of that bar altogether.

Produce could be conveniently brought to it by canal from all parts of both districts. I had not been down this side and did not know of this when I answered your (or rather

rather Mr. Webster's) Circular No. 1471 of the 18th August calling for a list of improvements likely to be made in the district in the next 6 years. I would suggest that Colonel Shaw-Stewart and Captain Taylor might be asked to look at this river mouth when they come up the coast in January."

(True Extract)

J. B. Pees.

Under Secretary

To

The Master Attendant

Public Works Department

Govt. of 188 : Madras

This paper must stand
over until opportunity
occurs for inspecting
the locality to which
W. Weld alludes.

No. 722, PUBLIC.

OF MADRAS.

ARTMENT.

o. 307, Public.

D, Esq., Acting Collector of Kistna, to
ed Masulipatam, 22nd January 1886,

nt, dated 23rd March 1875, No. 1913,
April 1875, regarding a port for this
k, it is highly probable that the best
which runs from the Kolér lake to the
Godávári district.

s north of Masulipatam.

way of traffic, but canals are being
on will be a great highway.

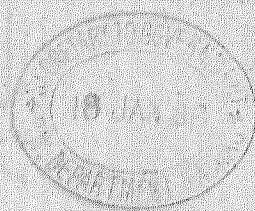
on the Bezvada-Bandar canal, 16 miles from
there is a canal to Cowtaram, 7 miles to the
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it from the Kolér, and the other called the
patér at Lakshmipuram, 2 or 3 miles from its
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ng boats like those used at Masula. The
ore, and Point Narsapur shelters the roads
I come there easily by canal from all parts of

very great expenditure groins could be built
e river mouth a port which steamers could

e when you come up the coast this year. I
all be away in Vinukonda taluk doing jama-



Proceedings, dated 16/1/1886
No. 104, M. 11/1886

Subject.

Forwarding Extract
from Mr. Allen's letter
of 30 Dec 85

408

6, No. 722, PUBLIC.

L.O. until W goes
on tour to the north.

Cu

22-2-86

MENT OF MADRAS.

DEPARTMENT.

, Mis. No. 307, Public.

R. WELD, Esq., Acting Collector of Kistna, to
dras, dated Masulipatam, 22nd January 1886,

Government, dated 23rd March 1875, No. 1913,
of the 2nd April 1875, regarding a port for this
hat, I think, it is highly probable that the best
salt river, which runs from the Kolér lake to the
is and the Godáviri district.

out 30 miles north of Masulipatam.

out of the way of traffic, but canals are being
and it soon will be a great highway.

4. There is a place called ~~Lamaru~~ on the Bezváda-Bandar canal, 16 miles from
Bandar and 32 from Bezváda. Thence there is a canal to Cowtaram, 7 miles to the
east. Thence two canals branch off, one called the Pólraz, which goes into the Upatér
at Tadinada, 5 or 6 miles below its exit from the Kolér, and the other called the
Buntumilli canal, which will join the Upatér at Lakshmipuram, 2 or 3 miles from its
mouth. These, with canals from the Godáviri system, will supply direct routes, one,
first, between Bandar and Rajahmundry; the second, between Bandar and Cocanada.
The first is complete all but the tidal lock at Tadinada and will be open next year,
the second will not be ready for some years.

5. The Upatér river and the Kolér lake lie in the hollow between the two great
mud heaps forming the Kistna and Godáviri deltas, and the river is deep throughout
and is tidal right up to the Kolér, a distance of some 27 miles. At the exit from the
Kolér, it is 15 feet deep and was running in November about 6 miles an hour; the
water is clear as filtered water. Such a river will not silt up quickly. Mr. Allen, of
the Public Works Department, whom I asked to look at the mouth for me when he
visited it, tells me that big ships come in; that the bar is very thin, only 15 feet thick;
that there is 6 feet of water in it at low tides and 9 at high; and that inside the river is
over 20 feet deep.

6. Such a river would do for sailing boats like those used at Masula. The
4-fathom line is within a mile of the shore, and Point Narsapur shelters the roads
from the north-east monsoon. Goods will come there easily by canal from all parts of
both districts.

7. But further I think that by a no very great expenditure groins could be built
so as to sweep away the bar and render the river mouth a port which steamers could
enter.

8. May I ask you to look at the place when you come up the coast this year. I
would gladly go with you, but I fear I shall be away in Vinukonda taluk doing jama-
bundy at the time of your visit.

GOVERNMENT OF MADRAS.

PUBLIC DEPARTMENT.

READ—again the following paper :—

G.O., dated 11th February 1886, Mis. No. 307, Public.

Read—the following letter from M. R. WELD, Esq., Acting Collector of Kistna, to the Master Attendant, Madras, dated Masulipatam, 22nd January 1886, No. 272 :—

With reference to your letter to Government, dated 23rd March 1875, No. 1913, embodied in G.O., No. 128, M.D., of the 2nd April 1875, regarding a port for this district, I have the honor to state that, I think, it is highly probable that the best place is the mouth of the Upatér or salt river, which runs from the Kolér lake to the sea forming the boundary between this and the Godávári district.

2. The mouth of this river is about 30 miles north of Masulipatam.

3. This river has hitherto been out of the way of traffic, but canals are being opened into it from both districts, and it soon will be a great highway.

4. There is a place called Pamaru on the Bezváda-Bandar canal, 16 miles from Bandar and 32 from Bezváda. Thence there is a canal to Cowtaram, 7 miles to the east. Thence two canals branch off, one called the Pólráz, which goes into the Upatér at Tadinada, 5 or 6 miles below its exit from the Kolér, and the other called the Buntumilli canal, which will join the Upatér at Lakshmipuram, 2 or 3 miles from its mouth. These, with canals from the Godávári system, will supply direct routes, one, first, between Bandar and Rajahmundry ; the second, between Bandar and Cocanada. The first is complete all but the tidal lock at Tadinada and will be open next year, the second will not be ready for some years.

5. The Upatér river and the Kolér lake lie in the hollow between the two great mud heaps forming the Kistna and Godávári deltas, and the river is deep throughout and is tidal right up to the Kolér, a distance of some 27 miles. At the exit from the Kolér, it is 15 feet deep and was running in November about 6 miles an hour ; the water is clear as filtered water. Such a river will not silt up quickly. Mr. Allen, of the Public Works Department, whom I asked to look at the mouth for me when he visited it, tells me that big ships come in ; that the bar is very thin, only 15 feet thick ; that there is 6 feet of water in it at low tides and 9 at high ; and that inside the river is over 20 feet deep.

6. Such a river would do for sailing boats like those used at Masula. The 4-fathom line is within a mile of the shore, and Point Narsapur shelters the roads from the north-east monsoon. Goods will come there easily by canal from all parts of both districts.

7. But further I think that by a no very great expenditure groins could be built so as to sweep away the bar and render the river mouth a port which steamers could enter.

8. May I ask you to look at the place when you come up the coast this year. I would gladly go with you, but I fear I shall be away in Vinukonda taluk doing jama-bundy at the time of your visit.

No. 273.

Endorsement on the above.

Submitted to Government in continuation of my No. 3365 of the 6th October last, in answer to their circular, No. 1471, dated 18th August last, calling for a list of improvements which might be made in the district within the next six years.

MASULIPATAM,
22nd January 1886.

(Signed) B. RAJA RAO, Deputy Collr.,
for Acting Collector.

To the Chief Secretary to Government, Public Department.

Order—dated 11th February 1886, Mis. No. 307, Public.

The Government would be glad if the Master Attendant could inspect the place and report upon the suggestion of the Acting Collector.

(True Extract.)

(Signed) W. WILSON,
Acting Chief Secretary.

To the Master Attendant, Madras.
„ Collector of Kistna.

READ—also the following paper:—

From J. H. TAYLOR, Esq., Lieut., R.N.R., Master Attendant, to the Chief Secretary to Government, dated Madras, 4th March 1886, No. 1910.

Administrative Department.

With reference to the Proceedings of Government, Mis. No. 307, dated 11th February last, I have the honor to reply that owing to the failure of the steamer *Madras* and the inability of the Government of India to furnish a vessel for inspection, I fear no inspection of the port of Perupalem is possible this season; however in the year 1880 I entered closely into the very question and made inquiries into the particulars of the trade, &c., and I forward herewith copy of a petition sent me by the inhabitants. It seems the town, which once enjoyed large trade, is placed on one bank of the river in the Kistna district, and the other opposite in the Godavari. It seemed probable that such direct proximity might lead to evasion of foreshore rights and dues, or necessitate a double staff. The river is like all others on the coast troubled with a bar, and consequent difficulty to trade; but if the improvement of the canal system brings it into a forward position, as Mr. Weld anticipates, the objections formerly raised might easily be overcome, and the port placed on the same footing as other small ones in the presidency, the official in charge drawing a percentage on dues, &c., as is done in the other cases.

ORDER—dated 5th April 1886, No. 722, Public.

Communicated to the Public Works Department in continuation of G.O., Mis. No. 109, dated 18th January 1886.

(True Extract.)

To the Public Works Department.
„ Revenue Department.
„ Master Attendant, Madras.
„ Collector of Kistna.

Exd. T. O'Connor.

for Chief Secretary.

No 661C. 18. 2. 86
u/1343C. 2. 4. 86

Public 3058 ✓

Cu 305-8.

Govt. of (1886) Madras.

PUBLIC.

To W

1945

PUBLIC WORKS DEPARTMENT.

THE MADRAS GOVERNMENT.

Under date the 11th May 1886

Read the following

The reply drafted on this paper does not seem in any way called for.

Please see the paper marked "L.O. No 2, on the same subject."

- No 104 mis of 16. 1. 86.
- 722 of 5. 4. 86.

The letter paper was apparently sent to P.W.D. in view to the G.W. inspecting the locality mentioned by Mr. Webb, when an opportunity offers, it was marked by you to stand over until such opportunity occurs.

The course in the printed Pro. of 5. 4. 86 has no doubt been sent for information in connection with the map paper -

The subject is apparently ~~now~~ disposed of for the present ✓

Leaved 16/5

Cu

Recorded

11
7.5.86

10/5/86

Issued

Recd. 20/4/86

Encl.

G.O., 5th April 1886, No. 722.

APRIL.

Improvements of Districts.

Communicating to the Public Works Department certain papers respecting the opening of a port at Perupalem in the Kistna district.

3/5/86

Q. 3. 5. 86

Q. 3. 5. 86

No 661C. 18. 2. 86

" 1343C. 2. 4. 86

by the Master Attendants
letter of 4.3.86, No 1910
in the printed Pros.

Submitted that
as the papers may now
be "recorded", copies of
the printed paper being
sent to S.I. & S.S. II.

In the event of from
proceeding to the North
at any time, the file
can be put up with
the papers ^{of} taken on
four.

W. 7.5.86
Cu 7.5.86

3/5/86

Ag. 12/5.

C. 3. 8. 86

No. 1194W

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 11th May 1886

Read the following

Pros. Public Dept No 1024 mis of 16. 1. 86.
— do ———— " 722 of 5. 4. 86.

Recorded

W
7.5.86

10/5/86

S.S. II Circle, for information
Ch. S. for I. — do — Cu

no 6612. 18. 2. 86

324

No 1194 Wd/ 11 May 1886

220
11/5 8745

W
11/5

Public Works Department
No 1549 C. dated 21st August 1882
Circular Memo.

The Chief Engineer has the honor to invite the attention of Superintending Engineers to the delays which occur in submitting demands on the Reserve, and to request that they will favour him with any suggestions they may be able to make with a view to diminishing these delays and loss of valuable working time.

2. It is, under the existing system frequently impossible to issue orders assigning funds for incomplete works of the past year, until an advanced period in the year following.

3. A period of six weeks after the closing of the official year should - it is considered suffice for preparation of the required Statements in the Superintending Engineers offices, and this would admit of the orders of Government issuing by the 1st of June.

4. Booked outlay though desirable is not nearly so essential as promptitude in making the yearly assignments. A months delay is a month lost for all new minor works, and the Chief Engineer is most anxious that as far as practicable such loss should be prevented.

5. The Code rules prescribe that Superintending Engineers are to submit before the end of March, Statements for their requirements in the ensuing year for incomplete works major or minor.

6. The Progress Reports due with Superintending Engineers on 10th and 15th of March would show Booked Outlay only to end of January. but in the reports submitted in March Executive Engineers could note the probable further outlay during the financial year then current, as also the amount estimated for completing the works in the ensuing year.

PUBLIC WORKS DEPARTMENT

No. 126 C, dated 13th. January 1883.

Memorandum.

From the Suptg. Engr. First Circle, H.E. No. 299 G.L. dated 21st. }
September 1882. }

Do. Do. Second 260 G.L. dated 7th. Octr
Do. Do. Third 1189 dated 3rd. Do..
Do. Do. Fourth 393 dated 11th. Septr.
Do. Do. Fifth 2319 dated 25th. Do..
Do. Do. Sixth 1082 T.J. 18th. Do...

From the Cong. Archt. to Govt. 435 dated 7th. Do....

Office Note from the Examr. P.W. Accts. 625 dated 27th. Octr. Do..

Replies having been received from Superintending Engineers to this office Circular Memo. No. 1549 C dated 21st. August 1882 the following instructions are now issued for the preparation and submission of the Statement of demands on the Reserve.

The Statement should be divided into the following heads.

- (1) Incomplete Major works for which grants are required, in detail.
- (2) Incomplete Minor works for which funds are necessary, in detail.
- (3) Minor works grant for anticipated outlay during the year
- (4) Repair Do. Do. Do.
- (5) Tools and Plant Do. Do.
- (6) Establishment Temporary- in detail.

The demands under each Fund being shown separately.

7. It is thought that with this information Superintending Engineers could by 1st April send their own requisitions forward to Government with tolerably reliable figures sufficient at all events for all practical purposes and a good deal of delay might thus be avoided.
8. Even if Superintending Engineers desired further information upon the reports sent in by Executive Engineers there would be ample time to obtain it and submit their own Statements by 1st May. Orders could then be easily passed by 1st June.

(By Order)

Rose Thompson

Asst. Dy. Chief Engineer
P.W.D.

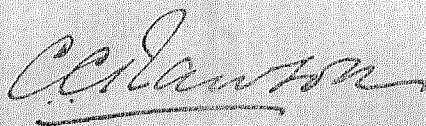
To

Supg. Engineers.
Cong. Archt. to Govt.
Examiners P.W. Accounts.

13/28/18

2. The Statement should be submitted within six weeks after the close of the official year, and to admit of this being done, Superintending Engineers should obtain by the 15th. April the Divisional Progress Reports for March containing information as to audited outlay to end of January; adjusted outlay for February; and the outlay for March as recorded in the cash and other books maintained in the Division. The total outlay for the year thus obtained would be nearly correct, and sufficiently so to fix the probable grant for the ensuing year. If the Divisional statements of demands are received in Superintending Engineers Offices by the prescribed date, there will be sufficient time for the compilation and scrutiny of the demands, before submitting the Circle Statements.

(By Order)



Captain R.E.

Ag. Dy. Chief Engineer P.W.D.

To

Superintending Engineers.

Cong. Archt. to Govt.

Exr. P. W. Accounts.

Genl. Supt. P. W. Stores.