Public Works (1896) Department.

G.O., No. 1929

DATED 21/2/96

[Despatch Abstract.]

Dumugudem Canal — Pros
Revenue Dept regarding the
abandonment of the —
Communicated to the Supdg Engr
I Circle

[P. W. 93.
1,900—22/10/95.]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

No. 192 I., 21st February 1896.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.

Read—the following paper:—

G.O., Mis. No. 511, Revenue, dated 6th February 1896.

Read—the following Proceedings of the Board of Revenue (Land Revenue), Mis. No. 6338, dated 20th December 1895:—

Read—G.O. No. 3519, Revenue, dated 29th August 1895.

Reference on the above, dated 5th September 1895.

Referred to the Collector of Gódávari for report.

Read—the following letter from V. A. BRODIE, Esq., Collector of Gódávari, to the Secretary to the Commissioners of Land Revenue, dated Bhímavaram, 27th November 1895, Ref. on C. No. 3233/Ver.:—

In reply to Ref. on Govt. No. 1803 of September, forwarded to me for report on the 5th September last, I have the honour to enclose a very full and clear report on the subject by my Special Assistant and to state that I concur in his opinion that in place of abandoning the anicut, &c., which have cost 35½ lakhs, it would be better to devise measures for reducing the cost of their upkeep and maintain them. No doubt these works have been constructed several generations too soon and are never likely to give any return on the capital outlay, but now that they are there, it would be a thousand pities to abandon them unless this course is absolutely necessary and unavoidable.

2. I quite agree, however, with the Superintending Engineer in thinking it ridiculous to maintain Bhadráchalam as a sub-division charge on account of this work, but surely this is not necessary even if the work is retained on the maintained list. I should say it would suffice to cut down the establishment to a lock superintendent and four lascars and attach it with the rest of Bhadráchalam taluk to the Rajahmundry sub-division. In this case, if the fees on boats and timber passing through the canal are raised to the extent recommended by the Special Assistant, the annual income will suffice, not only to cover the establishment charges, but also to pay such high interest on the cost of the repairs now necessary as in time to recoup the same.

3. The present lock gates have lasted for thirty years and if they are replaced by equally strong ones, Rs. 2,500 a year, which ought to remain out of the income of Rs. 4,000 estimated by the Special Assistant (a moderate estimate in my opinion) after paying establishment charges on the lowest possible scale and the cost of ordinary annual repairs, will not only pay interest on the cost of renewing them but cover their cost with interest before the time comes for again renewing them.

4. As for the anicut, it no doubt requires some repairs now, but these repairs will not, I believe, cost any large sum in comparison with the original outlay and if the existing defect is thoroughly repaired, I understand that it may be years before any further unusual repairs are required.

5. I understand from personal inquiry that the people affected are quite willing to pay the increased tolls proposed by the Special Assistant rather than have the work

abandoned. This gives us practically an assured revenue of Rs. 4,000 a year now, but it is quite possible that this income may in time increase considerably and it will probably increase if the means of communication below are improved, *e.g.*, by the establishment of steamer communication between Rajahmundry and Bhadráchalam. This has already been proposed and would certainly soon become an accomplished fact, should valuable minerals be found to exist in paying quantities in the Bhadráchalam taluk as there is good reason to suppose they do. There is also no reason why that taluk should remain so backward in point of agriculture and population as it is for ever. Its stationary condition in this respect is, I believe, largely due to the fact that the delta has for years been drawing to itself the population of the upland tracts of the district, but in time the tide must set the other way and then Bhadráchalam is likely to make much more rapid progress than it has done in the past; for I can think of no reason beyond the sparseness of its population for its not being as well cultivated as any of the non-delta tracts below the ghâts; for the country is generally level and there are excellent facilities for the construction of tanks for its irrigation along the foot of the hills on its northern frontiers, whilst the Sabari irrigation scheme has, I presume, been shelved *sine die*, principally because there is no hope of people being forthcoming at present to take up the lands under it were it constructed. Undoubtedly, away from the river and the strip of cultivation along its margin, the country is very feverish, but from experience elsewhere it may safely be predicted that the fever will recede as reclamation and cultivation encroach upon the jungle which now covers the country.

6. Taking the most sanguine view of the future of the country above the gorge, the anicut and canal were premature works by many years, but their abandonment would be a retrograde and impolitic step as it would tend to throw back the advance of civilization even though their existence so far has not appreciably conduced to its advancement. The present too is an inopportune time to raise the question, as only recently have attempts been seriously made to exploit the surrounding country geologically and until it is known how these attempts will end. I think the abandonment of this work should certainly be held in abeyance.

7. Even if it is abandoned it has also, as the Special Assistant points out, to be considered that this step involves some expenditure which will certainly be purely unproductive; for things cannot simply be left alone, but it is necessary for the safety of the village of Dumagudem and the country below for some distance to take such steps as will ensure the river adhering to its present course and not being diverted down the course of the existing canal. This expenditure devoted to the renewal of the lock gates, would probably go a long way towards their renovation.

8. Though the level of the country is so high on the British side of the river that the anicut cannot be utilized for irrigation purposes, I am not at all sure that this is the case with the country on the Nizam's side. If, therefore, Government hesitate to incur the expense of keeping it up, it is possible that that Government will undertake this work if allowed to utilize it for irrigation purposes. I am not however in favour of this offer being made to that Government, unless the only other alternative is abandonment to which I think it is preferable. In any case it cannot however be allowed without conditions sufficient to ensure the water-supply of the delta which would be seriously affected otherwise, in those months when the river gets low. There could, however, be no objection to the Nizam's Government using it for irrigation between, say, the 15th June and 1st November, and, possibly, that Government might consent to maintain it for its use for irrigation purposes during this period.

9. It is also, I concur with Mr. Spencer, necessary that the administration of the Central Provinces should be consulted before final orders to abandon it issue. Very possibly, that Government or the important Native State of Bastar which it largely benefits would consent to contribute something to its upkeep rather than allow it to be abandoned. The Government of the Nizam, too, might be willing to contribute towards keeping it up as a navigation work simply, as the people on its bank of the river above are equally benefited by it with those on the north bank.

Enclosures.

From C. G. SPENCER, Esq., Sepcial Assistant Agent, Gódávari District, to the Collector of Gódávari, dated Kunavaram, 14th November 1895, Dis. No. 4 S.A.A.

In returning G.O. No. 627 I., dated 9th August 1895, I have the honour to report that I am not in favour of abondoning the Dumagudem canal and anicut works until every possible expedient to equalize receipts and expenditure has been tried.

2. A comparison of enclosures A and B seems to show that the Department of Public Works has hardly gone so far as it might have done in this direction. The fee now collected on the Dumagudem canal is only Re. 1 for 3,750 square feet in the case of rafts. This rate is only about one-nineteenth part of the rate leviable under the Navigation rules which is As. 8 per 100 square feet, provided that the depth of the rafts in the water does not exceed two feet. The latter fee is, I believe, now levied on the canals in the delta. If Government were to go on raising the rate, a point would of course be reached in time at which the levy of a higher rate would only result in reducing the total receipts; because the timber now being brought from the Bejji taluk of Bustar State might possibly be taken by bandies up to the river bank below the tail lock instead of to the river bank at Parnasala, Pragallapalli, Dumagudem and other places above the head lock, if the difference between the increased fees and the present fees were to exceed the extra charges incurred for carting the timber to Dumagudem below the tail lock. The Tahsildar of Bhadráchalam reports after consulting the local timber merchants that even the levy of the full rate would not be entirely prohibitive. Though it is likely that the use of the canal would not, except in a few cases, be given up even if the full rate were imposed, yet as the change would be much felt by the timber merchants if Government were to increase the rate by nineteen times what it is at present. I recommend that half the rate leviable under the rules be levied for some years as an experiment and that the full rate be imposed if then found necessary.

3. The tolls levied on boats passing through the canal are also less than they ought be. The rate now levied on boats is As. 8 for a period of 40 days which is about one-fifteenth part of the chargeable rate. As the profits made on the boat traffic from Rajahmundry and other trade centres to places above the Dumagudem lock are, considering the great distance, comparatively small, it would be sufficient to raise the present rate once for all to half the rate leviable under the rules.

4. From statement B it will be understood that by thus raising the rates both for rafts and boats, the annual receipts may be raised without much difficulty from an average of Rs. 500 to Rs. 4,000. I am informed that after the construction of the new gates for the head lock and the execution of the repairs at the large scour-hole below, the under-sluices of the anicut, ordered to be carried out in G.O., Mis. No. 746 I., dated 16th September 1895, there will be no large items of expenditure for some time to come except for some unforeseen reasons. An effort may then be made to reduce expenditure to the same level as receipts.

5. The canal and anicut works are not of much benefit to the inhabitants of the Bhadráchalam taluk in general. They are of great benefit to the timber merchants of Dumagudem, Pragallapalli and Parnasala in Bhadráchalam taluk and of Seroncha taluk in the Central Provinces and to the boat merchants of Rajahmundry and also to the inhabitants of the river side villages above Dumagudem both in the Bhadráchalam taluk and in the Seroncha taluk up to Tallagudem. If the anicut be allowed to go to ruin, one result, I presume, will be difficult navigation above Dumagudem owing to the diminution of water above the anicut. Boats ply now as far as Tallagudem in Seroncha taluk and anything which makes the navigation of the river worse than it is will inconvenience, not only the merchants, but also the inhabitants of river side villages between Dumagudem and Tallagudem. Considering, therefore, that the interests of people under the Central Provinces Government will be affected by the works being abandoned and that the greater part of the large original outlay was expended under the auspices of that Government, it would seem advisable that they should be consulted before the matter is finally decided.

6. Although the question has been referred to the Revenue Department for report, there appear to be several points upon which an opinion has to be formed from a purely professional point of view. The following are some of the suggestions which, I think, may be recommended to the consideration of the Department of Public Works:—

(1) Is no scheme of irrigation possible in connection with the anicut works so as to make their upkeep more remunerative. The Bhadráchalam taluk is almost entirely a dry taluk? There is only one Government tank in the taluk. Though there may be no practicable means of utilizing the waters of the Gódávari by raising the anicut, any unconnected irrigation scheme, such as the restoration of the Mahadevapuram tank or the once-contemplated Sabari irrigation project, would deserve consideration as being means whereby the expenditure on the Dumagudem works might be decreased by a distribution of establishment charges, seeing that it is only the distance from any other works of irrigation that prevents the services of the same establishment now employed from being utilized in more ways than they are at present.

(2) Would not the abandonment of the Dumagudem works be attended with great danger to the village of Dumagudem? or would not there be a more serious danger that the river may, in some year of flood following the lead offered to it by the commencement of the canal land, sweeping east at this point instead of waiting till it reaches the eastward head at Bhadráchalam, make a great inroad into the taluk? If so, would not the cost of filling up the canal or constructing a protecting bund in front of the head lock deserve comparison with the present cost of maintaining the works?

7. One result of closing the canal will be that the market price of timber from the Central Provinces, Bustar and the Nizam's territories will be raised. It is of course probable that timber will be carried to a point below Dumagudem on bandies, or the rafts may be broken up above the anicut and the logs lifted over singly and tied into fresh rafts below; but in either case the cost of the carriage will be increased. So far as I can ascertain, the closure of the canal will not cause an increased demand for timber cut in the Government reserves of Bhadráchalam taluk, because the timber brought down from above the lock is of a superior quality for which an inferior sort could not be substituted.

8. As you have lately visited Dumagudem some additional points may occur to you to be considered before deciding to finally abandon a project which has cost the Government more than 35½ lakhs of rupees since its commencement.

A.—Statement showing the amount of tolls levied during the last five years on the boats and rafts passing on the Dumagudem canal.

Years.	On rafts.			On boats.			Total.		
	RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
1890–91	212	0	0	259	8	0	471	8	0
1891–92	252	0	0	233	0	0	485	0	0
1892–93	369	0	0	211	8	0	580	8	0
1893–94	363	0	0	206	0	0	569	0	0
1894–95	371	0	0	201	0	0	572	0	0
Total ..	1,567	0	0	1,111	0	0	2,678	0	0
Average ..	313	6	5	222	3	2	535	9	7

B.—Statement showing the probable amount of tolls leviable on boats and rafts passing on Dumagudem canal at the proposed increased rates.

Rafts.			Boats.				Total of columns 3 and 7.
Contents in square feet of the rafts that passed in 1894–95.	Probable contents in square feet of the rafts that may pass in future years.	Tolls payable according to the proposed rate of 4 annas per 100 square feet.	Number of boats that passed in 1894–95.	Probable contents in tons of the boats that passed in 1894–95.	Probable contents in tons of the boats that may pass in future years.	Tolls payable according to the proposed rate of 4 annas per ton.	
1	2	3	4	5	6	7	8
		RS.				RS.	RS.
981,106	1,000,000	2,500	402	6,030	6,000	1,500	4,000

Resolution—Mis. No. 6338, dated 20th December 1895.

Submitted to Government with reference to its Orders, Nos. 3519, dated 29th August 1895 and 3716, dated 13th September 1895, Mis., Revenue.

2. The Board supports the Collector's proposals.

(True Copy and Extract.)

(Signed) L. M. WYNCH,
Secretary.

Order—Mis. No. 511, Revenue, dated 6th February 1896.

The reports of the Collector and of the Special Assistant show clearly that the canal is now useful as a means of communication and that it is likely to prove still more useful in the future. Moreover, the work may possibly become remunerative as a source of irrigation at some not very distant date. The Government in this department is therefore of opinion that the canal should not be abandoned.

2. The suggestion made in the reports to raise the boat-fees and tolls is worthy of consideration; but this should be done, if at all, in such a manner as not to impose a heavy charge upon the goods carried by the canal.

(True Extract.)

(Signed) E. GIBSON,
Secretary to Government.

Order—No. 192 I., dated 21st February 1896.

Communicated to the Superintending Engineer, I Circle, for information in continuation of G.O. No. 746 I., dated 12th September 1895. He will report what is known about the Sabari irrigation scheme referred to in paragraph 5 of the Collector's letter and if the Local Fund Board is prepared to contribute towards the maintenance of the Dumagudiem anicut and canal.

2. The question of raising the rates of license-fees on boats and rafts on all the navigable canals in the Presidency is now under consideration.

(True Extract.)

(Signed) R. R. E. DRAKE-BROCKMAN, Col., R.E.,
Secretary to Govt., P.W.D.,
Irrigation Branch.

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

Exd. T. K. Narayana Aiyangar.
Spare Copies

IRRIGATION.

Govt. of {1896} Madras.

PUBLIC WORKS.

Dated February, 21st.

Recd. *Encl.*

G.O. No. 192 I., 21st Feb. 1896.

FEBRUARY.

Dumagudiem Anicut and Canal

Proceedings, Revenue Department, stating that it is not desirable to abandon the —, communicated to Superintending Engineer, I Circle, with remarks.

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Total ..	1,567	0	0	1,111	0	0	2,678	0	0
Average ..	313	6	5	222	3	2	535	9	7

B.—Statement showing the probable amount of tolls leviable on boats and rafts passing on Dumagudem canal at the proposed increased rates.

Rafts.			Boats.				Total of columns 3 and 7.
Contents in square feet of the rafts that passed in 1894-95.	Probable contents in square feet of the rafts that may pass in future years.	Tolls payable according to the proposed rate of 4 annas per 100 square feet.	Number of boats that passed in 1894-95.	Probable contents in tons of the boats that passed in 1894-95.	Probable contents in tons of the boats that may pass in future years.	Tolls payable according to the proposed rate of 4 annas per ton.	
1	2	3	4	5	6	7	8
		RS.				RS.	RS.
981,106	1,000,000	2,500	402	6,030	6,000	1,500	4,000

Resolution—Mis. No. 6338, dated 20th December 1895.

Submitted to Government with reference to its Orders, Nos. 3519, dated 29th August 1895 and 3716, dated 13th September 1895, Mis., Revenue.

2. The Board supports the Collector's proposals.

(True Copy and Extract.)

(Signed) L. M. WYNCH,
Secretary.

Order—Mis. No. 511, Revenue, dated 6th February 1896.

The reports of the Collector and of the Special Assistant show clearly that the canal is now useful as a means of communication and that it is likely to prove still more useful in the future. Moreover, the work may possibly become remunerative as a source of irrigation at some not very distant date. The Government in this department is therefore of opinion that the canal should not be abandoned.

2. The suggestion made in the reports to raise the boat-fees and tolls is worthy of consideration ; but this should be done, if at all, in such a manner as not to impose a heavy charge upon the goods carried by the canal.

(True Extract.)

(Signed) E. GIBSON,
Secretary to Government.

Order—No. 192 I., dated 21st February 1896.

Communicated to the Superintending Engineer, I Circle, for information in continuation of G.O. No. 746 I., dated 12th September 1895. He will report what is known about the Sabari irrigation scheme referred to in paragraph 5 of the Collector's letter and if the Local Fund Board is prepared to contribute towards the maintenance of the Dumagudiem anicut and canal.

2. The question of raising the rates of license-fees on boats and rafts on all the navigable canals in the Presidency is now under consideration.

(True Extract.)

Under Secy. to Govt., P.W.D.,
Irrigation Branch.

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

Exd. T. K. Narayana Aiyangar.
Spare Copies

IRRIGATION.

Govt. of {1896} Madras.

PUBLIC WORKS.

Dated February, 21st.

Recd. *Encl.*

G.O. No. 192 I., 21st Feb. 1896.

FEBRUARY.

Dumagudiem Anicut and Canal

Proceedings, Revenue Department, stating that it is not desirable to abandon the —, communicated to Superintending Engineer, I Circle, with remarks.

PUBLIC WORKS DEPARTMENT,
IRRIGATION BRANCH.

No 192 I. of 21st Feby 1896.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

11.95

UNDER date the

READ the following

Print with encls.

Procs of the Madras Govt: Rev:Dept (H.E. No:511 dated 6th February/96)

15 P

Communicated to the Superintending Engineer, First Circle, for information in continuation of G.O. No:746. I. dated 12th September 1895. He will report what is known about the Sabari irrigation scheme referred to in para 5 of the Collector's letter and if the Local Fund Board is prepared to contribute towards the Maintenance of the Dumagudiem anicut and Canal.

W
18 Feb

2 The question of raising the rates of license fees on boats and rafts on all the Navigable Canals in the Presidency is now under consideration.

14/2

17/2

To,

The Chief Engineer for Irrign
.. Suptg Engineer, 1st Circle.
.. Revenue Department.

~~His Excellency the Governor~~

Dummagudem Anicut and Canal - Godavari district

Issue

Rucdal

"9"

157

20.2.96

20/2

E. I. Form No 1—1,000—27-11-95.

H.E. 17/2 R20/2

Ref memo no $\frac{3233}{rev}$ of 27.11.95
desp'd 28

Gadavari District
Collector's office
Camp:- Bhemavaram dated 28.11.95

2 P

From,

V. A. Brodie Esq:
Collector of
Gadavari

To,

The Secretary to the Commissioners of
Land Revenue
Madras.

Sir,

In reply to ref on Govt no 1803 of Sept forwarded to me for report on the 5th Sept last, I have the honor to enclose a very full and clear report on the subject by my special assistant and to state that I concur in his opinion that in place of abandoning the anicut etc which have cost $35\frac{1}{2}$ lakhs it would be better to devise measures for reducing the cost of their up-keep and maintain them

No doubt these works have been constructed several generations too soon and are never likely to give any return on the capital outlay but now that they are there it would be a thousand pities to abandon them unless this course is absolutely necessary and unavoidable.

2 I quite agree however with the Superintending Engineer in thinking it ridiculous to maintain Bhadrachelam as a Sub-Division charge on account of this work but surely this is not necessary even if the work is retained on the maintained list. I should say it would suffice to cut down the establishment to a lock superintendent and 4 lascars and attach it with the rest of Bhadrachelam Taluk to the Rajahmundry sub-division. In this case if the fees on boats and timber passing through the canal are raised to the extent recommended by the special assistant the annual income will suffice not only to cover the establishment charges but also to pay such high interest on the cost of the repairs now necessary as in time to recoup the same.

paras 2 & 3 of the Special Asst Agent's letter

3. The present lock gates have lasted for 30 years and if they are replaced by equally strong ones Rs2500 a year, which ~~out~~ ought to remain out of the income of Rs4000 estimated by the special assistant (a moderate estimate in my opinion) after paying establishment charges on the lowest possible scale and the cost of ordinary annual repairs, will not only pay interest on the cost of renewing them but cover their cost with interest before the time comes for again renewing them.

4. As for the anicut it no doubt requires some repairs now but these repairs will not I believe cost any large sum in comparison with the original outlay and if the existing defect is thoroughly repaired I understand that it may be years before any further unusual repairs are required.

5. I understand from personal enquiry that the people affected are quite willing to pay the increased tolls proposed by the Special Assistant rather than have the work abandoned. This gives us practically an assured revenue of Rs 4000 a year now but it is quite possible that this income may in time increase considerably as it will probably increase if the means of communication below are improved e.g. by the establishment of steamer communication between Rajahmundry and Bhadrachelam. This has already been proposed and would certainly soon become an accomplished fact should valuable minerals be found to exist in paying quantities in the Bhadrachelam Taluk as there is good reason to suppose they do. There is also no reason why that Taluk should remain so backward in point of agriculture and population as it is for ever. Its stationary condition in this respect is I believe largely due to the fact that the Delta has for years been drawing to itself the population of the upland tracts of the District but in time the tide must set the other way and then Bhadrachelam is likely to make much more rapid progress than it has done in the past for I can think of no reason beyond the sparseness of its population for its not being as well cultivated as any of the non-delta ~~taluks~~ tracts below the ghats for ~~this~~ the country is generally level and there are excellent facilities for the construction of tanks for its irrigation along the foot of the hills on its northern frontiers whilst the Sabari irrigation scheme has I presume been shelved sine die principally because there is no hope of people being forthcoming at present to take up the lands under it were it constructed. Undoubtedly ~~also~~ away from the river and the strip of cultivation along its margin the country is very feverish,

but from experience elsewhere it may safely be predicted that the fever ~~are~~ will recede as reclamation and cultivation encroach upon the jungle which now covers the country.

6. Taking the most sanguine view of the future of the country above the gorge the anicut and canal were premature works by many years but their abandonment would be a retrograde and im~~possible~~politic step as it would tend to throw back the advance of civilization even though their existence so far has not appreciably conduced to its advancement. The present too is ~~not~~ an inopportune time to raise the question as only recently have attempts been seriously made to exploit the surrounding country geologically and until it is known how these attempts will end. I think the abandonment of this work should certainly be held in abeyance

7 Even if it is abandoned it has also as the special assistant points out to be considered that this step involves some expenditure which will certainly be purely unproductive for things cannot simply be left alone but it is necessary for the safety of the village of Dumagude and the country below for some distance to take such steps as will ensure the river adhering to its present course and not being diverted down the course of the existing canal. This expenditure devoted to the re~~moval~~newal of the lock gates would probably go a long way towards their renovation

8. Though the level of the country is so high on the British side of the River that the anicut cannot be utilized for irrigation purposes, I am not at all sure that this is the case with the country on the Nizam's side. If therefore Govt hesitate to incur the expense of keeping it up, it is possible that that Govt will undertake

this work if allowed to utilize it for irrigation purposes. I am not however in favor of this offer being made to that Govt unless the only other alternative is abandonment to which I think it is preferable. In any case it cannot however be allowed without conditions sufficient to ensure the water supply of the Delta which would be seriously affected otherwise in those months when the river gets low. There could however be no objection to the Nizam's Govt. using it for irrigation between say the 15th June and 1st November and possibly that Govt might consent to maintain it for its use for irrigation purposes during this period.

9. It is also I concur with Mr Spencer necessary that the administration of the Central Provinces should be consulted before final orders to abandon it issue. Very possibly that Govt or the important native state

of Bastar which it largely benefits would consent to contribute something to its up-keep rather than allow it to be abandoned. The Govt of the Nizam too might be willing to contribute towards keeping it up as a navigation work simply as the people on its bank of the river above are equally benefitted by it with those on the north bank.

I have the honor to be
Sir,
Your most obedient servt
Collector

Knw 28/11

2 A 3/12

Revenue (1895) Department

BOARD'S GEN. REG. No 2958 LAND REVENUE 18

From,
The Collector of Godavari

BOARD OF REVENUE 2 DEC. 95 MADRAS.

To,
The Secretary to the Commissioners
of Land Revenue,
Madras

Reference No 3233/ver

Dated 27th }
Despd 28 } November 1895
Recd }

Enc 3.

Subject

Submitting a report on the subject of the abandonment of the Dumagudem Anicut Canal.

O.522
1358/96

1895
REVENUE DEPARTMENT.
Enclosure No. 4
Current No. 9426

23-12-95

G.O. No. 511, Revenue, dated 6th February 1896

1

Read the following

Proceedings of the Board of Revenue.

(Land Revenue)

Dated 20th December 1895.

No. 6338 Mis.

Read the following :-

1. Government Order, Revenue Department, No. 3519 dated 29th August 1895, ~~and~~ reference thereon, dated 5th Sep~~t~~tember 1895

N.P.

Referred to the Collector of Godavari for report.

2. Also letter from V.A. Brodie Esquire, Collector of Godavari, Ref on C No. 3233/ver of 95, dated 27th November 1895, to the Secretary to the Commissioners of Land Revenue.

13

Resolution. No. 6338, Mis. dated 20th Dec 1895.

Submitted to Government with reference to its orders Nos. 3519 dated 29th August 1895 and 3716 dated 13th September 1895 Mis Revenue.

2. The Board supports the collector's proposals.

(True Extract)

(Signed) L.M. Wynch.

Secretary.

(True copy)

Lionel Davidson

Ag. Under Secretary to Government.

R.S.1
1353/96

Godavari District

Jowe Dis no 4 of 95
S.a.a

Special Assistant Agent's office

Camp. Kunavaram 14-11-95

From

C. G. Spencer Esqr

Special Assistant Agent

Godavari District

To

The Collector

Godavari District

Sir

In returning G. O. No 627 I dated 9th August 1895 I have the honor to report that I am not in favour of abandoning the Dummagudem canal and Ancient works until every possible expedient to equalise receipts and expenditure has been tried

2 A comparison of enclosures A and B seems to show that the Department of Public works has hardly gone so far as it might have done in this direction The fee now collected on the Dummagudem canal is only Re 1-0-0

for 3750 sq ft in the Case of rafts This rate is only about 1/19th part of the rate leviable under the Navigation Rules ~~which~~ which is Rs 0-8-0 per 100 sq ft provided that the depth of the rafts in the water does not exceed 2 feet The latter fee is 9 [illegible] now levied on the canals in the Delta If Government were to go on raising the rate a point would of course be reached in time at which the levy of a higher rate would only result in reducing the total receipts because the timber now being brought from the Bejji Taluq of Bustar State might possibly be taken by bandies up to the river bank below the Tail lock instead of to the river bank at Parnasala, Pragallapalli Dumagudem and other places above the Head lock if the difference between the increased fees and the present fees were to exceed the extra charges incurred for carting the timber to Dumagudem below the Tail lock. The Tahsildar of Bhadrachelam reports after consulting the local timber merchants that even the levy of the full rate would not be entirely prohibitive though it is likely that the use of the canal would not except in a few cases be given up even if the full rate were imposed yet as the change would be much felt by the timber merchants if Government were to increase the rate by 19 times what it is at present. I recommend that half the rate leviable under the rules be levied for some years as ~~an~~ an experiment and that the full rate be imposed if then found necessary.

3 The tolls levied on boats passing through the Canal are also less than they ought be. The rate now levied on boats is R 0-8-0 for a period of 40 days which is about 1/15th part of the Chargeable rate. As the profits made on the boat traffic from Rajahmundry and other trade Centres to places above the Dumagudem lock are considering the great distance comparatively small it would be sufficient to raise the present rate once for all to half the rate leviable under the rules.

4 From statement B it will be understood that by thus raising the rates both for rafts and boats the annual receipts may be raised without much difficulty from an average of Rs 500 to Rs 4000. I am informed that after the construction of the new gates for the Head lock and the execution of the repairs at the large scour-hole below the under sluices of the anicut ordered to be carried out in G.O dated 16-9-95 No 746 Irrigation, Public works there will be no large items of expenditure for ~~some time~~ some time to come

except for some unforeseen reasons. An effort may ~~then~~ there be made to reduce expenditure to the same level as receipts.

5. The Canal and anicut works are not of much benefit to the inhabitants of the Bhadrachelam Taluq in general. They are of great benefit to the timber merchants of Dumagudem, Bugallapalli and Parnasala in Bhadrachelam Taluq and of Seroncha Taluq in the Central Provinces and to the boat merchants of Rajahmundry and also to the inhabitants of the riverside villages above Dumagudem both in the Bhadrachelam taluq and in the Seroncha Taluq up to Tallagudem. If the anicut be allowed to go to ruin one result I presume will be difficult navigation above Dumagudem owing to the diminution of water above the anicut. Boats ply now as far as Tallagudem in Seroncha Taluq and anything which makes the navigation worse than it is will inconvenience not only the merchants but also the inhabitants of the river side villages between Dumagudem and Tallagudem. Considering therefore that the interests of people under the Central provinces Government will be affected by the works being abandoned and that the greater part of the large original outlay was expended under the auspices of that Government it would seem ~~admissable~~ advisable that they should be consulted before the matter is finaly decided.

6. Although the question has been referred to the Revenue Department for report there appear

9 S.P

to be several points upon which an opinion has to be formed from a purely professional point of view. The following are some of the suggestions which I think may be recommended to the Consideration of the Department of Public works.

1 Is no ~~scame~~ scheme of irrigation possible in connection with the anicut works so as to make their upkeep more remunerative? The Bhadrachelam Taluq is almost entirely a dry taluq. There is only one Government ~~tank~~ Tank in the Taluq. Though there may be no practicable means of utilising the waters of the Godavari by raising the anicut, any unconnected irrigation scheme such as the restoration of the Mahadevapuram tank or the ~~one~~ once contemplated Sabari irrigation Project deserve consideration as being means whereby the expenditure on the Dumagudem works might be decreased by a distribution of establishment charges seeing that it is only the distance from any other works of irrigation that prevents the services of the same establishment now employed from being utilised in more ways than they are at present.

2. Would not the abandonment of the

Dumagudem works be attended with great danger to the village of Dumagudem? or would not there be a more serious danger that the river may in some years of flood flow follow the lead offered to it by the commencement of the canal and sweeping east at this point instead of waiting till it reaches the eastward head at Bhadrachelam may make a great inroad into the Taluq? If so would not the cost of filling up the canal or constructing a protecting bund in front of the head lock deserve comparison with the present cost of maintaining the works.

7 One result of closing the canal will be that the market price of timber from the Central Provinces, Bustar, and the Nizam's territories will be raised. It is of course probable that timbers will be carried to a point below Dumagudem on bandies or the rafts may be broken up above the anicut and the logs lifted over singly and tied into fresh rafts below but in either case the cost of the carriage will be increased. So far as I can ascertain the closure of the canal will not cause an increased demand for timber cut in the Government reserves of Bhadrachelam taluq because the timber brought down from above the lock is of a superior quality for which an inferior sort could not be substituted.

8 As you have lately visited Dumagudem

10 S.P

some additional points may occur to you to be considered before deciding to finally abandon a project which has cost the Government more than 35 1/2 lakhs of Rupees since its commencement.

I have the honor to be
Sir
Your most obedt servt
(Sd) C. G. Spencer
Spl Asst Agent.

(True copy)

Vennamodie
Collector

Hr W 28/4

Encl to Genl No. 295 & 296

No 55
1358/96

1895
REVENUE DEPARTMENT.
Enclosure No. 1
Current No. 9426

A

Statement showing the amount of tolls levied during the last 5 years on the boats and rafts passing on the Dumeyeden Canal

years	on rafts			on boats			Total			remarks
1890-91	212	.	.	259	8	.	471	8	.	
1891-92	252	.	.	233	.	.	485	.	.	//
1892-93	369	-	.	211	8	.	580	8	.	
1893-94	363	.	.	206	.		569	.	.	
1894-95	371	.	.	201	.	.	572	.		
Total	1567	.	.	1111	.	.	2678	.	.	
average	313	6	5	222	3	2	535	9	7	

(Sd) T. Ramarow
Tahr

(True copy)
Sd. ... Spencer
Spl asst agent

(True copy)

Collector

K.V. 28/11

B statement showing the probable amount of tolls leviable on boats and rafts passing on Dumagudem canal at the proposed increased rates -

Rafts			Boats					
Contents in square feet of the rafts that passed in 1894-95	Probable contents in sq. feet of the rafts that may pass in future years	Tolls payable according to the proposed rate of four annas per 100 sq. ft.	No. of boats that passed in 1894-95	Probable contents in tons of the boats that passed in 1894-95	Probable contents in tons of the boats that may pass in future years	Tolls payable according to the proposed rate of 4 annas per ton	Total of cols 3 & 7	Remarks
1	2	3	4	5	6	7	8	9
		Rs				Rs	Rs	
981,106	10,000,00	2500	402	6030	6000	1500	4000	

(Sd) T. Ramarao
Tahsildar

(Sd) R. G. Spencer
Spl. Asst. Agent

(True copy)

Collector

KRW

2
Ft N. 2958795

Rev E-4
1363/86

1895
REVENUE DEPARTMENT.
Enclosure No. 2
Current No. 9426

189 5

VENUE DEPARTMENT.

losure No. 3

urrent No. 9426

R.S.3
1353/96

3
Encl N. 2958/95.

F
17 8,000—17-7-94.

REVENUE DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read Proceedings of the Board* of Revenue (Land Revenue) dated 20th December 1895, No. 6338 Mis.

*Copy attached.

14P

Order thereon, dated 6th February 1896, No. 511 Mis.

The reports of the Collector and of the Special Assistant show clearly that the canal is now useful as a means of communication and that it is likely to prove still more useful in the future. Moreover the work may possibly become remunerative as a source of irrigation at some not very distant date. The Government in this Department is therefore of opinion that the canal should not be abandoned.

2. The suggestion made in the reports to raise the boat-fees and tolls is worthy of consideration, but this should be done, if at all, in such a manner as not to impose a heavy charge upon the goods carried by the canal.

(True Ectract)

L. Gibson

Secretary to Government.

To the Public Works Department (Irrigation) with papers. ✓

Copy to the Board of Revenue (Land Revenue)

ah

P. W. CURRENT No. 1353

Govt. of {1896} Madras.
REVENUE.

Encls 5

Recd: 10.2.96

To

The P. W. D.
Irrigation Branch.

No. 627 I. of 9-8-95 ✓
" 7469 " 12-9-95 ✓

Dated }
Recd. }
Encl.

Mis. G.O., 6th Feb. 1896, No. 511.

SUBJECT.

Stating, with remarks, that it is not desirable to abandon the Dumagudem Canal.

627 I / 2835

[illegible]

as a [illegible]

[illegible] orders

[illegible]

21-7-36 III

From

The Collector

Tanjore

To

The Secretary to Govt

P.W. Department

Madras

Dy 7.2.96

DESPATCHED
13 FEB 96

No. 11/Compn

Enclos: 2

Subject

Submitting for approval and publication in the Fort St George Gazette draft declaration for the acquisition of land taken up for the diversion of Adappar channel

---

P. W. CURRENT No. 1529

Department.

From

THE COLLECTOR OF

Tanjore, Enls 2

Recd: 14-2-96

To

THE SECRETARY
TO GOVERNMENT,
DEPARTMENT,
Madras.

Dated
Despatched
Received
188

No.

ENCLOSURE.

Subject.

No 194 I of 21st Feby 1896

The notification, as amended by Government, is approved and will be published in the Fort St. George Gazette.

To
The Collector of Tanjore
" Supg. Engineer Fifth Circle
Notification to the Press.

15/2
2.96

21-7-36 III

PUBLIC WORKS DEPARTMENT,
IRRIGATION BRANCH.

No. 718 I. d/21 August 1896

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

READ the following

Letter from the Collector of Tanjore – (Re. Rep. on Cur. No. 93/Enf. of '96, dated 6.8.96).

The proposal to award compensation for the land ordered to be acquired in G.O. No. 154-I, dated 21 February 1896, by an exchange of the land referred to by the Collector is sanctioned under Section 31(3) of Act I of 1894.

13/8/96

15/8/96

To the Collector of Tanjore.
" Superg. Engineer, Fifth Circle.

INDEXED.
31/8

12/8/96.

725 b

21

No. 718 I. d/ 21 August 1896

Issue.

Recd

I

178

F. I. Form No 1—1,000—27-11-96.

Ref on Cir

TANJORE, COLLECTOR'S OFFICE,

No. 93/Eng of 96 ~~Camp~~, Vallam. 6 August 1896.

FROM

P. W. Current No: 7565

G. Stokes Esquire,

Collector,

Tanjore,

Accd: 10-8-96

To

The Secretary to Government,

Public Works Department,

Madras.

SIR,

With reference to Government Order No. 194 I dated 21st February 1896 sanctioning the acquisition of ·32 acres of land in Kottur, Mannargudi Taluk, I have the honour to report that the land being part of the Endowment of Sri Venkatachellapathi Temple, the trustee thereof desired to be compensated in the shape of other land, and accordingly ·41 acres of land

in

in the abandoned bed of the Adappar river was proposed to be given for the 28 acres actually taken up, and accepted by him.

2. This proposal of giving other land in Exchange, was reported to Government in this Office letter Disposal No. $\frac{11}{\text{Comp}}$ dated 7 February 1896 and the sanction of Government thereto under Clause 3, Section 31 of Act I of 1894 was solicited: but the order issued thereon, contained no specific mention of it.

3. I now beg that the necessary sanction for the Exchange may be accorded.

I have the honour to be,
Sir,
Your most obedient Servant

P K Dadachanji
For Collector

CHIEF ENGINEER
FOR IRRIGATION.
11 AUG. 96
No. 8778

From
The Collector of
Tanjore

To The Secretary to Govt.
Public works Department
Madras.

Dated 6 August 96.

DESPATCHED
9 AUG 96

Ref. on Cir No. $\frac{93}{Eng}$ of 96

Enc. nil

Subject

Re- Land taken ups for Public works purposes -

Soliciting sanction for the Exchange of land under section 31 clause 3 of Act I of 1894.

Department.

FROM
THE COLLECTOR OF
TANJORE,

To
THE SECRETARY
TO GOVERNMENT,
DEPARTMENT,
Madras.

Dated
Despatched
Received
188 .

No.

ENCLOSURE.

Subject.

Executive Engineer's office, Negapatam
No: 872 M. Dated 11th November 1895

From The Executive Engineer,
Negapatam Division

To The Collector of
Tanjore.

Sir, I have the honor to forward for favour of your formal sanction, a land plan and schedule for the lands taken up for the diversion of Adappâr channel, branching from the Inulliâr, in exchange to the old course of it, carried out under an Irrigation Estimate, Rs 530 sanctioned in Register No: 412 of 1893-94.

2. The work was carried out by mistake without the consent of your Department by my predecessor. However, the area of old course is a little more than that of new course and has 3 Iluppai and 4 Portia trees.

I have &c
(Signed) N. Ratna Sabapathi
Executive Engineer.

(True Copy)

For Collector.

En: No 1

In a letter

From
The Collector
Tanjore

To The Secretary to Govt.
P W Dept
Madras

No 11/Compn d 7.2.96

O.W.E. 1
25.9/96

Copy of a Communication
from the Ex: Engineer
Negapatam Dn to the
Collector of Tanjore

-

TANJORE, COLLECTOR'S OFFICE,
Camp, 7th February 1896.

No. 11/Comp.

FROM
G. Stokes ESQUIRE,
COLLECTOR,
Tanjore,

TO
The SECRETARY TO GOVERNMENT,
Public Works DEPARTMENT,
Madras.

SIR,

I have the honor to state that a piece of Inam dry land measuring acres .32 in No: 80, Kōttūr village, Mannārgudi Taluk, was taken up for the diversion of Adappār channel (Vide Copy of Executive Engineer's letter No: 872 M dated 11th November 1895 enclosed) in exchange for the old course of it measuring about 41 cents. The manager of the temple to which the land belongs is willing to have exchange confirmed.

2. In these circumstances and under the provisions of Section 31 of Act I of 94,

I beg that Government will be pleased to accord its sanction to the exchange proposed.

3. A draft declaration for the land taken up is also Submitted for approval and publication in the Fort St. George Gazette.

I have the honor to be,
Sir,
Your Most obedient Servant,

For Collector