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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue. DEPARTMENT

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Dated	30.3-1874	196.

Not to be folded or roughly handled

195

*Proceedings of the Madras Government, Public Works Department,
23rd March 1874.*

No. 627. Read the following letter from Lieutenant-Colonel J. F. FISCHER, R.E., District Engineer, Godavery, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Dowlaishweram, 22nd January 1874, No. 3,126:—

In continuation of this office letter No. 2,422, dated the 10th November 1873,

One Statement.

I have the honour to forward a statement showing the boat traffic for the

last calendar year passing through the canal at Doomagudem for submission to the Government.

2. It is often pretended there is no traffic up the Godavery except that artificially created by the works formerly constructing there, and a small traffic carried on by our steamers. This statement has been prepared to show the ordinary traffic of the country by native boats at the only point we could have a register satisfactorily kept; in addition to this, there is a large trade carrying on with all the villages on the river bank on both sides, and more particularly at Buddrachellam below Doomagudem, of which we can get no accounts.

3. The value of the boat-tonnage up and down is Rupees 1,16,211, and that of the timber Rupees 99,568, or the total, as given by this statement, is above two lakhs of rupees a year at Doomagudem alone, without taking into account at all what its value is at other points of which we can get no records; but this value is nearly equal to what the imports of the whole district were worth at Cocanada before the delta works were constructed; there is then complete proof that if similar works were established up the river, so as to let the trade and traffic reach the larger inland markets of the country, like results will certainly be obtained. I would respectfully submit, no greater mistake can be imagined than to suppose that trade and traffic can exist before means of communications have been established. Before the navigable canals were established in this district the value of exports and imports at Cocanada was only 13 lakhs of rupees, it is now considerably over 100 lakhs—it is impossible to attribute this progress to irrigation alone. The present condition of the

* The backward state of the Kistna works Kurnool works,* 15 years after they had equally demonstrate this. been put in hand, clearly demonstrates

that something more is required in the direction and management of such projects than attention to mere ordinary elementary principles of hydraulics and levelling. One hundred and seventy-five lakhs of rupees have been spent on the Kurnool works without any results whatever, and double that sum on the Ganges canal with little better results. Less than 100 lakhs have been expended on the delta works, and in 25 years they have paid 270 lakhs into the treasury, without taking into account the 3 lakhs a year given away for Mamool pullem, have increased the exports and imports by 900 per cent., and secured the district from

* The revenue has increased from 19 lakhs a year to 50 lakhs a year in the same time. any fear of famine,* showing clearly on what sound principles Sir A. Cotton acted when he advised the Government

to establish and to carry out such a project, and had his views regarding the management of the river been attended to, and equal facilities afforded to the

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district to dispose of its produce inland, there is no reasonable doubt the area of cultivation could have been easily doubled, and the revenue increased in proportion.

4. Very much stress has been laid on the allegation often made, but without any proof to support it, that there is an insufficiency of water in the river for navigation purposes. The statement now sent shows that out of 243 boats passing up the river in the year, 127, or nearly 50 per cent., went up during December, January, February, March and April. There was a falling off in May, but the traffic immediately revived in June, but was not so large in the monsoon months, showing that the current of the river at this season is a far more serious obstacle to the navigation than any deficiency in the available water-supply.

5. As this statement shows clearly that a valuable trade already exists on the river, that the water-supply is sufficient for all the requirements of ordinary trade and traffic throughout the year, that even without steam power it is quite possible to carry on navigation by ordinary native means, I trust the Government will now be pleased to let us make arrangements to work the steamers from the 1st July next, and to give due notice of the same.

Return of Boats, etc., passed up and down through Canal in 1873.

Months.	PASSED UP.			PASSED DOWN.			TIMBER DOWN.	
	No. of Boats.	Tonnage.	Value.	No. of Boats.	Tonnage.	Value.	No. of Logs.	Value.
January ...	23	120	Rs. 8,577	37	60	Rs. 2,384	2,634	Rs. 10,536
February ...	29	88½	5,288	32	22	1,215	7,597	34,186
March ...	22	77	5,680	23	48½	2,448	1,831	8,253
April ...	24	51	3,520	26	58	4,099	3,362	15,129
May ...	15	16½	787	14	18½	562	2,863	12,883
June ...	26	46½	2,712	21	71	3,153		
July ...	19	112	5,445	27	167	6,674		
August ...	19	140	7,576	13	93	4,278		
September ...	10	187	6,401	10	20	1,369		
October ...	11	55	7,461	17	28	3,628		
November ...	16	144	9,487	11	54	2,867		
December ...	29	230	14,309	24	50	6,291	3,186	14,337
Total...	243	1,268½	77,243	255	690	33,968	1,027	4,244

REMARKS.—A large number of boats passed down through the canal, some empty and others partially loaded; these boats were engaged to be loaded up at Buddrachellam and other places on the river. Others again were loaded with salt, which was sold at different places up river, and with the money or produce realized was again exchanged for other produce at places below Doomagudem saleable in the lower district.

Some trips were made by the steamer, but as I did not receive freight lists they are not entered.

DOOMAGUDEM,
12th January 1874.

(Signed) T. VANSTAVERN,
Executive Engineer, 1st Barrier Division.

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23rd March 1874.*

No. 628: ORDER THEREON, 23rd March 1874, No. 811.

ACCOUNT, No. 35.

His Excellency the Governor, in Council is gratified to receive such an encouraging report of the traffic on the Godavery. He has already authorized* the resumption of the experimental trips with steamers as early as practicable next year. Copy of the District Engineer's letter and of the traffic return submitted with it will be forwarded for the information of the Government of India, with reference to their letter of inquiry No. 318-A. I. of 4th December 1873.

(True Extract.)

*Colonel, R.E.,
Secretary to Government.*

To the District Engineer, Godavery.
" Chief Engineer for Irrigation.
" Revenue Department.

Exd. S. T. Austin.

24 Spare Copies

Gobi. of 1874: 3 Indras.

PUBLIC WORKS.

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THE DISTRICT ENGINEER GODAVERY,

$\frac{1}{\sqrt{2}}$, $\frac{1}{\sqrt{2}}$, $\frac{1}{\sqrt{2}}$

Dated March 2nd.

Herl.

27.

Encl.

G. O., 23rd March 1874, No. 811.

MARCH

Nos. 627-628

17 to W. H. Williams. Dec. 31. 3. 74.

Memorandum, Godavery District.—Pressing orders on the report of steamer under Mr. Godavery for 1873.

No. 195
 Comm. & Collo.
 Board of Revenue
 30 March

10. March