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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.	1787	Press
B.P. No.		Mis.

Dated 9-12-1875-196.

Not to be folded or roughly handled

No. 124. Read the following Proceedings of the Board of Revenue, dated 28th October 1875, No. 2,983 :—

Read the following letter from W. S. FOSTER, Esq., Collector of the Godavery District, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Cocanada, 7th September 1875, No. 362 :—

REFERRING to paragraph 4 of the Board's Proceedings, dated the 5th June last, No. 1,518, I have the honor to report that, of the balance under Canal and Ferry Fund, it is, as the Board are aware, under contemplation to purchase a steamer for use over the Godavery ferry near Rajahmundry. The Government have ordered the necessary inquiries for its purchase in the Public Works Department. The Board have also sanctioned the construction of several ferry-boats for use over irrigation canals, &c. These would absorb about Rupees 20,000, and the amount available for other purposes may fairly be taken to be Rupees 40,000.

2. The District Engineer wishes to lay out this sum on the construction of the first section of the Kovoor and Manjeru junction canal.

3. The proposal for a junction canal from the Cocanada canal above the Kovoor lock to the Coringa canal above the Manjeru lock was first thought of in connection with the improvement of the Penugudur salt creek, and estimates for Rupees 1,11,000 were submitted to Government by the late Superintending Engineer Major Fischer, and the Government in their Order, dated the 9th May 1870, Public Works Department (Board's Proceedings, dated 16th May 1870, No. 3,334,) deferred the consideration of the project for want of funds. In their Order, dated the 14th May 1873, No. 1,338, however, the Government remitted the question for further consideration of the Chief Engineer for Irrigation, and Major Beatty tells me that an estimate for the same was submitted to Government on the 31st March 1874, and no orders have as yet been passed.

4. The benefits likely to accrue from the execution of the work have already been sufficiently explained, and subsequent inquiries show that the Government would be benefited by an additional annual revenue of about Rupees 15,000 from increase in irrigation.

5. Major Beatty writes :—“The amount of the estimate was Rupees 1,20,000, and the reason of the canal being so expensive was in consequence of its running across the line of the Todiabaga drainage. My present proposal, however, is only to make the first section of the Kovoor and Manjeru junction canal from Kovoor to the Chollangi creek near Penugudur salt pans, which I believe may be constructed for about the sum you inform me is now available.” In this proposal I entirely concur, and, if this is approved of, Major Beatty promises to have a fresh estimate prepared for that part of the canal.

6. I must, however, remark that, if the canal in question is constructed at the cost of the Canal and Ferry Fund, the Government should contribute to it something yearly for the additional revenue they derive from irrigation under the canal.

The Budget Estimate of the Canal and Ferry Fund for 1875-76 showed a balance of Rupees 62,150 unappropriated, and the

G.O., 12th February 1875, No. 308.

Board were directed to consider whether it could not be utilized for some canal connected with the general scheme of naviga-

*Proceedings of the Madras Government, Revenue Department,
9th December 1875.*

then in the district. The Collector, having communicated with the District Engineer, now reports on this suggestion.

2. After setting apart Rupees 29,000 for the proposed steamer for the Rajah-mundry ferry and for certain boats which have been sanctioned, there will be about Rupees 40,000 available, and the Collector proposes to spend this sum on the section of the projected Noyon and Manjern junction canal from the Kovoor lock to the Panaguduru salt pans, which section the District Engineer states can be constructed for the amount named. An estimate, for the project of which this forms part, is said to be now before the Chief Engineer for irrigation.

3. This canal was originally proposed by Captain Ryves in 1862, and its merits have been fully discussed and acknowledged in the correspondence quoted by Mr. Foster. It would enable boats to pass from the Coringa to the Cocanada Canal without the loss of time and the risk involved in crossing the bar and going round by sea, and would place the salt pans in direct communication by water with the inland portions of the district and with the Godavary. The section now proposed will be of great utility for the latter object, and will, it is stated, further produce an increase of revenue from irrigation of Rupees 15,000, a share of which should, Mr. Foster argues, be paid to the Canal and Ferry Fund to recoup it for the cost of the work.

4. The Board strongly support the Collector's proposal, and agree with him in thinking that imperial funds should contribute in fair proportion when the benefit of improved communication with the salt pans is considered and that from extension of irrigation is ascertained. The Board would suggest that one-half of the water-rate derived from land newly irrigated under the canal should be paid to the fund until half the cost of the construction of the canal were made good.

5. As the canal affords special conveniences of communication and would be constructed from special funds, the Board think that a light toll on boats using it might be levied notwithstanding that they may have already been licensed to ply on the Godavary canal system generally.

6. Before the Canal and Ferry Fund money can be applied to the work, a notification declaring the Act extended to it will have to be issued. The use of the word "construction" in Section 29 of the Act, which makes the fund applicable to "the construction, improvement, repair, maintenance, and extension of channels and ferries to which the Act may be applied," seems to indicate that its framers intended that the funds might be applied to the excavation of entirely new canals, and that the declaration that the Act is in force as regards a canal may precede its construction. The Act has not yet been extended to any of the canals in the Godavary District.

(A true Copy and Extract.)

(Signed) H. E. STOKES,
Acting Secretary.

No. 122. Order in Council, 9th December 1875, No. 1,781.

Manufacturers.

Ordered that these Proceedings be transferred for consideration in the Public Works Department with the intimation that the remarks of the Board in paragraph 6 appear to be unnecessarily strict.

*Proceedings of the Madras Government, Revenue Department,
9th December 1875.*

2. Where the construction of a new work is concerned, the application of the Act need not precede the use of the Canal and Ferry Fund. All that is necessary is that the channel should be one to which the Act *may be* applied.

(True Extract.)

(Signed) D. F. CARMICHAEL,
Secretary to Government.

To the Public Works Department,
the Board of Revenue.

Ed. J. W. Fischer

No. 2,983.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 28th October 1875.

Read the following letter from W. S. FOSTER, Esq., Collector of the Godavery District, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated Cocanada, 7th September 1875, No. 362 :—

REFERRING to paragraph 4 of the Board's Proceedings, dated the 5th June last, No. 1,518, I have the honor to report that, of the balance under Canal and Ferry Fund, it is, as the Board are aware, under contemplation to purchase a steamer for use over the Godavery ferry near Rajahmundry. The Government have ordered the necessary inquiries for its purchase in the Public Works Department. The Board have also sanctioned the construction of several ferry-boats for use over irrigation canals, &c. These would absorb about Rupees 20,000, and the amount available for other purposes may fairly be taken to be Rupees 40,000.

3. The District Engineer wishes to lay out this sum on the construction of the first section of the Kovoor and Manjeru junction canal.

3. The proposal for a junction canal from the Cocanada canal above the Kovoor lock to the Coringa canal above the Manjeru lock was first thought of in connection with the improvement of the Penugudur salt creek, and estimates for Rupees 1,11,000 were submitted to Government by the late Superintending Engineer Major Fischer, and the Government in their Order, dated the 9th May 1870, Public Works Department (Board's Proceedings, dated 16th May 1870, No. 3,334,) deferred the consideration of the project for want of funds. In their Order, dated the 14th May 1873, No. 1,338, however, the Government remitted the question for further consideration of the Chief Engineer for Irrigation, and Major Beatty tells me that an estimate for the same was submitted to Government on the 31st March 1874, and no orders have as yet been passed.

4. The benefits likely to accrue from the execution of the work have already been sufficiently explained, and subsequent inquiries show that the Government would be benefited by an additional annual revenue of about Rupees 15,000 from increase in irrigation.

5. Major Beatty writes :—“The amount of the estimate was Rupees 1,20,000, and the reason of the canal being so expensive was in consequence of its running across the line of the Tooliabaga drainage. My present proposal, however, is only to make the first section of the Kovoor and Manjeru junction canal from Kovoor to

the Chollangi creek near Penuguduru salt pans, which I believe may be constructed for about the sum you inform me is now available." In this proposal I entirely concur, and, if this is approved of, Major Beatty promises to have a fresh estimate prepared for that part of the canal.

6. I must, however, remark that, if the canal in question is constructed at the cost of the Canal and Ferry Fund, the Government should contribute to it something yearly for the additional revenue they derive from irrigation under the canal.

The Budget Estimate of the Canal and Ferry Fund for 1875-76 showed a balance of Rupees 32,160 unappropriated, and the G.O. 12th February 1875, No. 205. Board were directed to consider whether it could not be utilized for some canal connected with the general scheme of navigation in the district. The Collector, having communicated with the District Engineer, now reports on this suggestion:

2. After setting apart Rupees 20,000 for the proposed steamer for the Rajahmundry ferry and for certain boats which have been sanctioned, there will be about Rupees 10,000 available, and the Collector proposes to spend this sum on the section of the projected Kovoor and Madiera junction canal from the Kovoor lock to the Penuguduru salt pans, which section the District Engineer states can be constructed for the amount named. An estimate for the project of which this forms part, is said to be now before the Chief Engineer for Irrigation.

3. This canal was originally proposed by Captain Ryves in 1869, and its merits have been fully discussed and acknowledged in the correspondence quoted by Mr. Foster. It would enable boats to pass from the Coringa to the Cocanada Canal without the loss of time and risk involved in crossing the bar and going round by sea, and would place the salt pans in direct communication by water with the inland portions of the district and with the Godavary. The section now proposed will be of great utility for the latter object, and will, it is stated, further produce an increase of revenue from irrigation of Rupees 12,000, a share of which should, Mr. Foster urges, be paid to the Canal and Ferry Fund to recoup it for the cost of the work.

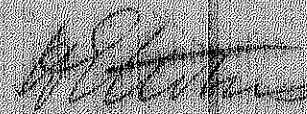
4. The Board strongly support the Collector's proposal, and agree with him in thinking that Imperial funds should contribute in fair proportion when the benefit of improved communication with the salt pans is considered and that from extension of irrigation is ascertained. The Board would suggest that one half of the water-rate derived from land newly irrigated under the canal should be paid to the fund until half the cost of the construction of the canal were made good.

5. As the canal affords special convenience of communication and would be constructed from special funds, the Board think that a light toll on boats using it might be levied notwithstanding that they may have already been licensed to ply over the Godavery canal system generally.

6. Before the Canal and Ferry Fund money can be applied to the work, a notification declaring the Act extended to it will have to be issued. The use of the word "construction" in Section 19 of the Act, which makes the fund applicable to "the construction, improvement, repair, maintenance, and extension of channels and

ferries to which the Act may be applied," seems to indicate that its framers intended that the funds might be applied to the excavation of entirely new canals, and that the declaration that the Act is in force as regards a canal may precede its construction. The Act has not yet been extended to any of the canals in the Godavery District.

(A true Copy and Extract.)


Acting Secretary.

To the Acting Secretary to Government, Revenue Department.
Copy to the Collector of the Godavery District.

Ed. J. W. Fischer



Proceedings of the Indian Government

Read the following

Proceedings of the Board of

Chen

Travelling with David & Susan.

Leaves, removal of Cells of Goddard, to afford
a certain portion of the substance of Chemical
theory based on the construction of the
section of the Koorow and Mangrove
protection Canal from Koorow to
Pongulur salt pans

W. S. 28. 667/5. 12905

Believe me to be

Proceedings be transferred
for consideration in the
Public Works Department, and
the intention that the
records of the Board in
June 6 appears to

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in strong 70 - 42 -
of 92 - 47 -
of 84 - 45 -
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Journal of
Education

MADRID

Н. КОЗЛОВИЧ, 28-й ООЗГНБ 1976, № 2, 1983

24-30 Nov 1968

THE UNIVERSITY OF CHICAGO

Oct. 1901 - 9 Dec. 1901

Received 11 Nov 1965

SECRET

No. 2885

Cancelled Every Year—Submitting to Government, with Donald's observations, proposed Collector of Customs to spend certain portion of the balance of — on the construction of the section of the Koyon and Mingan roads, estimated from Noron into to Panguayana 500000.

[Faint handwritten notes or bleed-through from the reverse side of the page.]

be unacceptably critical.

2. Where the construction of the new work is concerned, the application of the Act need not preclude the use of the Canal and Army Ind. No. That is necessary is that the channel should be one to which the Act may be applied.

1948 1949 1950 1951 1952 1953 1954 1955 1956 1957 1958 1959 1960 1961 1962 1963 1964 1965 1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025

1948 1949 1950 1951 1952 1953 1954 1955 1956 1957 1958 1959 1960 1961 1962 1963 1964 1965 1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025

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