

1379
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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

REVENUE DEPARTMENT

G.O. No. 1379
B.P. No. —

Press
~~Mis.~~

Dated 29-9-1876 ~~196~~?

lms

Not to be folded or roughly handled

1379

*Proceedings of the Madras Government, Revenue Department,
29th September 1876.*

Read the following papers :—

No. 354. Proceedings of the Board of Revenue, dated 13th July 1876, No. 1,789.

Read the following letter from J. HOPE, Esq., Acting Collector of the Godavery District, to C. A. GALTON, Esq., Acting Secretary to the Board of Revenue, dated Cocanada, 28th April 1876, No. 111.

REFERRING to paragraph 4 of the Board's Proceedings, dated the 5th February 1875, No. 260, I have the honor to forward herewith the draft declaration (No. 1) to be published for the purpose of extending the Canal and Ferry Act to the crossings over the irrigation channels, &c.

2. The number of ferries to which it is proposed to extend the Act is 219, some of which have already been furnished with ferry-boats.

3. Ninety-six boats are at present required for the purpose of supplying the others.

4. Mr. Foster has already given a contract for the construction of thirty boats for a sum of Rupees 7,400,* and an advance

* 20 at Rupees 245 each	4,900	of Rs. 4,866-10-8 has also been paid for
10 at " 250 "	2,500	the purpose. The average cost of a boat
Total ...	7,400	may be estimated at Rupees 250, and
		at this rate sixty-six boats cost Rupees

16,500. I request that the Board of Revenue will sanction the construction of the ninety-six boats at a cost of Rupees 23,900† including the 5,000 Rupees already sanctioned.

5. Ten boats already in use on the crossings referred to require repairs, and it is reported that they can be done at Rupees 186½.† I request that the Board will also sanction the payment of this sum from the Canal and Ferry Funds.

<i>Tanjuku Talug.</i>		
1. Turpuviparru	16	
2. Tiparru	16	
3. Velivennu	16	
4. Settipetta	16	
<i>Narsapur Talug.</i>		
5. Zinnuru	10	
6. Degamaru	20	
7. Perupalem	20	
8. Vedangi	30	
<i>Bhimavaram Talug.</i>		
9. Ganapavaram	20	
10. Gollalakodaru	22½	
Total ...	186½	

3 Ferry Boats at Rupees 250 each ...	750
1 Mail Boat	90
17 Ballukats at Rupees 800 each ...	13,600
6 Passenger boats at Rupees 400 each ...	2,400
Total ...	16,840

to state that twenty-seven boats as particularized in the accompanying statement are required for use on the ferries, to which the Canal and Ferry Act has already been extended. Their cost is estimated at Rupees 16,840 as per margin. It has been proposed to supply the Rajahmundry Ferry with one Ballukat and four passenger boats, but as the proposal to supply a steamer is under consideration, I defer making any recommendation for the boats.

*Proceedings of the Madras Government, Revenue Department,
29th September 1876.*

7. The proposals contained in this letter involve an expenditure of Rs. 40,926½. The balance in hand at the end of February last was Rupees 73,918, of which 10,000 to Rupees 15,000 should be left for the steamer referred to. The Board may sanction the construction of all the boats proposed, but as it is not likely that all the boats can be built at once, or that the Rupees 40,000 asked for the canal* would be required in one year, there will be ample funds for the canal should its construction be sanctioned.

ENCLOSURE No. 1.—Draft Notification.

ENCLOSURE No. 2.—Statement of Ferries.

THE draft notification for the extension of the Canal and Ferry Act to the 219 ferries enumerated in the accompanying list will be submitted to Government with the request that it may be published under Section 2 of Act I. of 1870.

2. Out of the allotment of Rupees 23,900 required for the construction of ninety-six boats for the ferries at the crossings over certain irrigation channels, &c., to which it is proposed to extend Act I. of 1870, Rupees 4,867* were spent up to the close of 1875-76. Deducting this sum from Rupees 23,900, there remains a balance Rupees 19,033 to be provided for.

3. Two other allotments of Rupees 186½ and Rupees 16,840 are also applied for—the former for repairing ten of the boats already in use on the crossings, and the latter for building new boats for the ferries specified in the list forwarded with the Collector's letter to which the Act has already been extended. The Board sanction, Rupees 19,033, making a total of Rupees 36,059½, and request the Accountant-General to place the amount at the disposal of the Public Works Department.

4. Of the ferries mentioned in the list adverted to in the preceding paragraph that at Peddapudi in the Amalapur Taluq does not appear to be one to which the Act has been applied. The Collector is requested to explain.

5. The actual balance of the fund on the 31st March 1876 was Rupees 75,258; deducting Rupees 36,059, the allotment now sanctioned, there remains a balance of Rupees 39,199 available for expenditure. The Collector will see from G.O., dated 29th March 1876, No. 801, Public Works Department, communicated to him with separate Proceedings, that further information is required before it can be decided whether any portion of the surplus can be devoted to the construction of the junction canal.

(A true Copy and Extract.)

(Signed) C. A. GALTON,
Acting Secretary.

*Proceedings of the Madras Government, Revenue Department,
29th September 1876.*

No. 355. Proceedings of the Board of Revenue, dated 21st September 1876, Miscellaneous No. 8,108.

Read the following letter from J. HOPE, Esq., Acting Collector of the Godavery District, to C. A. GALTON, Esq., Acting Secretary to the Board of Revenue, dated Cocanada, 28th August 1876, No. 262.

WITH reference to paragraph 4 of the Board's Proceedings, dated 13th July 1876, No. 1,789, I have the honor to state that the "Peddapudi" ferry is the Gunte Peddapudi ferry entered in Government Order, No. 1,623, dated the 24th October 1870.

SUBMITTED for the information of Government in continuation of the Proceedings quoted.

(A true Copy and Extract.)

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

Read also Board's Proceedings, dated 5th February 1875, No. 260, recorded in Financial G.O., 22nd February 1875, No. 401.

No. 356. ORDER THEREON, 29th September 1876, No. 1,379.

Miscellaneous.

THE Government desire that it is proposed to extend the application of the Act to 219 crossings, chiefly of canal and drainage channels, and that in the words of the Act to forbid "the transport of passengers, goods, &c., * * * across such channels in any boats or rafts," except in such as are licensed or maintained by Government. The extension of the Act to these crossings cannot be sanctioned without some explanation of the necessity for the measure. Though no tolls are proposed to be levied at the places named, still as the crossings or ferries are over artificial channels and intended to replace the road-ways cut through by such channels, they should be treated as a part of the construction and completion of such channels, and the Canal and Ferry Fund is not a proper source from which to draw funds for such a purpose, it being, in effect, taxing the user of a ferry or canal in one place to make good a roadway destroyed in another. The effect of applying Ferry Funds to providing crossings over artificial canals and channels will be to diminish the apparent cost of the channels, or, in other words, the capital cost of the works will be reduced at the expense of the Ferry Fund which should go primarily to provide improved means of crossing, the large rivers and natural obstacles to transit. The construction of the channels must have caused severances of farms, village thoroughfares, and public roads. The application of the Act to the crossings at these places constitutes a transfer to the people of the duty of the State in the first instance and of maintenance which should appear against the revenue accounts of the enterprise. The crossings over artificial channels are a proper and essential part of the cost of the work, and should be so provided.

2. The Government desire that the Board should submit estimates of the saving that will be effected by having ferry boats instead of bridges at these crossings

*Proceedings of the Madras Government, Revenue Department,
29th September 1876.*

and that the estimates be forwarded to the Government of India for sanction as a necessary charge for the completion of the Godavery works.

(True Extract.)

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

To the Board of Revenue.
„ the Public Works Department.
„ the Financial Department.

Erd. F. R. Bantleman.

3/
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No. 1,789.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 13th July 1876.

Read the following letter from J. HOPE, Esq., Acting Collector of the Godavery District, to C. A. GALTON, Esq., Acting Secretary to the Board of Revenue, dated Cocanada, 28th April 1876, No. 111 :—

REFERRING to paragraph 4 of the Board's Proceedings, dated the 5th February 1875, No. 260, I have the honor to forward herewith the draft declaration (No. 1) to be published for the purpose of extending the Canal and Ferry Act to the crossings over the irrigation channels, &c.

2. The number of ferries to which it is proposed to extend the Act is 219, some of which have already been furnished with ferry-boats.

3. Ninety-six boats are at present required for the purpose of supplying the others.

4. Mr. Foster has already given a contract for the construction of thirty boats

	RS.
* 20 at Rupees 245 each	4,900
10 at „ 250 „	2,500
Total ...	7,400

	RS.
† Amount now estimated	16,500
Amount for which contract has already been given	7,400
Total ...	23,900

for a sum of Rupees 7,400,* and an advance of Rs. 4,866-10-8 has also been paid for the purpose. The average cost of a boat may be estimated at Rupees 250, and at this rate sixty-six boats cost Rupees 16,500. I request that the Board of Revenue will sanction the construction of the ninety-six boats at a cost of Rupees 23,900† including the 5,000 Rupees already sanctioned.

5. Ten boats already in use on the crossings referred to require repairs, and it is reported that they can be done at

	RS.
<i>Tanuku Talug.</i>	
‡ 1. Turpuviparru	16
2. Tiparru	16
3. Velivennu... ..	16
4. Settipetta	16
<i>Narsapur Talug.</i>	
5. Zinnuru	10
6. Degamarru	20
7. Perupalem	20
8. Vedangi	30
<i>Bhimavaram Talug.</i>	
9. Ganapavaram	20
10. Gollalakodaru	22½
Total ...	186½

Rupees 186½.† I request that the Board will also sanction the payment of this sum from the Canal and Ferry Funds.

6. Referring to paragraph 3 of the Board's Proceedings quoted above, I beg to state that twenty-seven boats as particularized in the accompanying statement are required for use on the ferries, to which the Canal and Ferry Act has already been extended. Their cost is estimated at Rupees 16,840 as per margin. It has been proposed to supply the Rajahmundry Ferry with one Ballukat and four passenger boats, but as the proposal to supply a steamer is under consideration, I defer making any recommendation for the boats.

7. The proposals contained in this letter involve an expenditure of Rs. 40,926½. The balance in hand at the end of February last was Rupees 73,918, of which 10,000 to Rupees 15,000 should be left for the steamer referred to. The Board may sanc-

Canal and Ferry Act.—Observing that the extension of the — to the crossings over irrigation channels in Godavery District cannot be sanctioned without some explanation of the necessity for the measure, and desiring Board to submit estimates of saving that will be effected by having ferry boats instead of bridges at the crossings.

SEPTEMBER.
Nos. 354—356.

G.O., 29th September 1876, No. 1,979.

Dated September, 29th.

THE BOARD OF REVENUE.

REVENUE.

Oct. of 1876

original

137

23900
18640
50926½

tion the construction of all the boats proposed, but as it is not likely that all the boats can be built at once, or that the Rupees 40,000 asked for the canal* would be required in one year, there will be ample funds for the canal should its construction be sanctioned.

ENCLOSURE No. 1.—Draft Notification.

ENCLOSURE No. 2.—Statement of Ferries.

The draft notification for the extension of the Canal and Ferry Act to the 219 ferries enumerated in the accompanying list will be submitted to Government with the request that it may published under Section 2 of Act I. of 1870.

2. Out of the allotment of Rupees 23,900 required for the construction of ninety-six boats for the ferries at the crossings over certain irrigation channels, &c., to which it is proposed to extend Act I. of 1870, Rupees 4,867* were spent up to the close of 1875-76. Deducting this sum from Rupees 23,900, there remains a balance Rupees 19,033 to be provided for.

3. Two other allotments of Rupees 186½ and Rupees 16,840 are also applied for—the former, for repairing ten of the boats already in use on the crossings, and the latter for building new boats for the ferries specified in the list forwarded with the Collector's letter to which the Act has already been extended. The Board sanction, from the Canal and Ferry Fund balance of the district, these allotments as well as Rupees 19,033, making a total of Rupees 36,059½, and request the Accountant-General to place the amount at the disposal of the Public Works Department.

4. Of the ferries mentioned in the list adverted to in the preceding paragraph that at Peddapudi in the Amalapur Taluq does not appear to be one to which the Act has been applied. The Collector is requested to explain.

5. The actual balance of the fund on the 31st March 1876 was Rupees 75,258; deducting Rupees 36,059, the allotment now sanctioned, there remains a balance of Rupees 39,199 available for expenditure. The Collector will see from G.O., dated 29th March 1876, No. 801, Public Works Department, communicated to him with separate Proceedings, that further information is required before it can be decided whether any portion of the surplus can be devoted to the construction of the junction canal.

(True Copies and Extract.)

W. L. Allen
Acting Secretary.

To the Secretary to Government, Revenue Department,
with two enclosures to be returned.

„ the Collector of the Godavery District.
„ the District Engineer, Godavery.
„ the Examiner of Public Works Accounts.
„ the Accountant-General.

French.

Revenue 1876. Department
Board of Revenue,
MADRAS.

PROCEEDINGS, 13TH JULY 1876, No. 1,789

Dep. 22 July 1876

Received 28 July 1876

JULY.
No. 1,789.

Canal and Ferry Act.—Submitting to Government draft notification for extension to certain ferries in Godavery District; mentioning a total allotment of Rupees 36,59½ from the Canal and Ferry Fund balance of the district; and requesting report regarding the ferry at Peddapudi.

Ordered that the Notification be published accordingly.

N^o 354
Sent to Hon. Mr. Ellis 30 Aug R 22 Sep
Sent to Secy. W. R. & Mr. Ellis 28 Aug R 19
R 22 Aug. R 28 Aug
R. C. to Mr. Ellis 8 Aug. R 10 Aug
Sent to Mr. Ellis 3 Aug. R 8 Aug
C. 28 July 1876. R 3 Aug

On 15/7/76 22 July 1876
The Government observe that it is proposed to extend the application of the Act to 219 crossings chiefly of canal & drainage channels & thus in the words of the Act to forbid the transport of passengers goods &c. * * * across such channels in any boats or rafts except in such as are licensed or maintained by Govt. The extension of the Act to these crossings cannot be sanctioned without some explanation of the necessity for the measure. Though no tolls are proposed to be levied at the places named, still the crossings or ferries being over artificial channels & intended to replace the road way as it is crossed by such channels, they should be treated as a part of the construction & completion of such channels & the Canal & Ferry fund is not a proper source to draw funds for such a purpose, it being an effort to use the fund for a purpose.

a ferry or canal in one place to make good a crossing destroyed in another. The effect of applying ferry funds to providing crossings over artificial canals & channels will be to diminish the apparent cost of the channels or in other words the capital cost of the works will be reduced at the expense of the Ferry fund which should primarily be provided improved means of crossing the large rivers & natural obstacles to transit - The construction of the channels must have caused severance of farms village thoroughfares & public roads. The application of this act to the crossings at these places constitutes a transfer to the people of the duty of the State in the furtherance of maintenance which should appear against the revenue accounts of the enterprise - The crossings over artificial channels are a proper essential part of the cost of the work & should be so provided.

The Government desire that Messrs should submit an estimate of the saving by ferry boats instead of bridges at these crossings & what the estimate be forwarded to the Govt. as a necessary charge for the completion of the proposed works.

In Reply to the Board of Revenue of the Province of Ontario
 21st Dec 1896
 J. H. Hume Esq

Revenue Department
 Miscellaneous No. 8108
 Proceedings of the Board of Revenue
 dated 21st Sept 1896

Read the following.

From Mr. 212
 James. Hope Esq
 stating Collector
 to J. St. Galton Esq
 stating Secretary to the
 Board of Revenue. enclosed

Sir,
 With reference to para
 4 of the Board's Proceedings
 dated 13th July 1896 & 17th 89,
 I have the honor to state that
 the "Pedapudi" ferry is the
 same Pedapudi ferry
 entered in Government Order
 No. 1123 dated the 24th Oct.

1896.
 Goddard Dick }
 Collection Office }
 Coanada }
 28th August 1896 }
 Thangra
 signed James. Hope
 stating Collector

6
1379

Submitted for the
information of Government
in continuation of the Pro-
ceedings quoted.

(True Copy and Extract)

To
H. H. H.
Secretary
The Secretary to
Government R. D.

Edw
C. D.

These crossings of Ferris

I think 2 questions
are here raised which
need some consideration
(they may have been
considered - but I do not
find them discussed in
the papers sent)

1st is it fair & politic
to impose this tax &
also prohibition (for the
two must go together) on
the inhabitants of the
district?

2^d If it be decided
that it is politic to

bring these canal &
drainage crossings under
operation of Act. is it
desirable for Govt to take
upon themselves the
maintenance of boats
& staff?

I do not raise any doubt
as to policy of making
river crossings Ferris under
the Act - but my
remarks are applicable to
the canals & drainage
channels -

in many cases it
happens that a road
lies on one side, forming
land on the other side of

a channel - if I should
be crossing to & fro except
in the dry - it amounts
to an extra ceps on his
land -

As the established ferries
will be at considerable
distances apart - ~~it will~~
~~often~~ a voy. may be
driven to go an extra
mile out of his way to & from
his land -

When in the Sodavory I
noticed numbers of
Palmyra's hollowed out for
use as boats - even on the
large canals - showing the
convenience which they
afforded -

Where plots of land

have been interested by the
making of the channels - I
must doubt whether the
application of Harris act
was considered in the compensation

Yet the application of it will
inevitably place a certain
charge upon the occupation -

I think that whenever
important communications
~~between~~ such as those between
villages - or between villages &
their village lands are
served by these channels
Govt. should provide as a part
of the cost of the work proper
means of access either by bridge
or boat -

That all natural channels
which were not fordable &
thus ~~are~~ ^{were} free existing interruptions
may legitimately be the
subject of ferry rules &c
That the N. of revenue

Should be asked to classify
the 219. proposed ferries
showing what roads or
places they are to accommodate
& whether over purely
artificial - or only enlarged
channels - or over purely
unchanged -
natural channels - ?

Written what limits of reach
the restrictions of the Ferry
act on other means of
transport - are to apply - ?

I think this should be
furnished before the notification
can be authorized -

In the event of it being decided
to apply the act to these ferries
generally - will it not be
cheaper to grant them on license
than for Govt. to maintain a
certain over increasing establishments?
P.C. 7/5

His Grace

10/17
Memo. in reference to His Grace's
note on "Godavari Ferries".

Reference is requested to page 656
of accompanying Vol. (Govt's Prop
for Feb 9/75) - by which it will be
seen that.

I No tolls are to be collected at the 219
ferries over the Irrigation channels.
The Act is extended to them, solely in
order to enable Govt. to expend on the same
money from Surplus Funds under the Act,
the "agricultural grant" from Imperial
funds being insufficient.

II. The new Boats are to be made over to the
Contractors or Farmers of the Canal Funds,
to be used, in addition to their own boats,
on Ferries on which tolls are now being
collected - as a further accommodation to the
public. D. 3.6 Aug 6/6.

Sent to His Grace 8. Aug 6/6 R10: Aug 6/6

Caused

His grace is -
perfectly right. Accom-
modation bridges
should have formed
a part of the works - but
they did not & probably
can never now be
constructed at the
cost of the "works"; nor
was the inconvenience
of the omission considered
I believe in the competition
for land & severance.
It would indeed be
difficult to exaggerate
the public inconvenience
caused

Caused in for slavery
- with no small loss
of life - in the early
years of the work from
the neglect of what would
have been required
in England before a
Bill could be passed.
I got into a serious
scrape in 1856 for
informing the District
Engineer that an indict-
ment for manslaughter
might lie under such
laches as led to several
deaths while I was
Joint Magistrate
in that District.

So far as severance
of farms, village thorough-
fares & public roads
are

are concerned, the Farnes
Act, where applied to
crossings that should
have been provided
on Canals and deepened
drawings, constitutes
a mere transfer to the
people of the duty
of the State in the first
instance and of
maintenance which
should appear against
the Revenue Accounts
of the Enterprise, and
I would like to see
the principle pointed to
by this force fairly
emancipated by Govt.
as the guide we should
work up to.

So Called Farnes
and Channel Crossings

Should be classified
and only those which
have not been created
artificially by the works
treated as Ferries
under the Act - the
others being supplied
with means of crossing
gratis.

I think that Ferry
Funds levied at
Ferries where Tolls
may fairly be levied
should be strictly
limited for the present
to the maintenance
- or substitution of bridges
where unobjectionable -
of ferries when the
supply has been neglected
and that the ^{prohibition} private

Tolls should not be
entrusted to the latter.

29/8 MM.

Memo with reference to
His Grace's note on draft
£0 on Board's Proceedings
13 July 1876 No 1789.

It is submitted that the
proposal before Government
is not to apply the Act
solely for the purpose of
of spending money on a boat
for a crossing of a channel.

1 of 1870
I still think that the
crossings or ferries over
artificial channels to
replace the roadways cut
through of such channels
the & must be treated as
a part of the cost of construction
& completion - & that the
Canal & Ferry fund is not
a proper source of funds for
this purpose - it is in effect
taxing the user of an
ferry ~~road~~ or canal in
one place to ^{make good} ~~supply~~
the ~~incomplete work~~ ^{roadway destroyed in another}
of the country.

Now is it for the purpose of
supplementing the outlay
from Imperial Funds on
the original construction of
the channels; though both
these purposes are not con-
trary to the provisions of the
Act, see 29 of which provides
that the Canal & Ferry funds
shall after payment of all
salaries payable & expenses
incurred & all claims for
compensation payable under
the Act, be applied to the
construction, improvement

repairs, maintenance &
extension of the channels
& ferries to which the provisions
of the Act may be applied.
The Board of Rev. in their
proceedings marked in the
volume evidently aimed at
securing additional funds
for the maintenance of the
channels which have already
been complicated, the annual
grants from Imperial Govt
for their repairs being found
inadequate - Thus the proposal
does not involve addition
to the Capital cost - The objection
raised will apparently apply
only if a channel was pro-
posed to be partly from Im-
perial funds & partly from the
canal & ferry fund.

The principle stated in the
note, viz that the canalizing
fund is so primarily to pro-
vide improved means of crossing
large rivers & natural ob-
stacles to transit & that the
crossings over artificial channels
represented -

There may be cases where
special circumstances
under such application does
not seem to me to be on
irrigation & artificial chan-
neling - a large work is undertaken
on the assumption of a
large profit - a large
profit has been it is
stated realized thereon
if there has been an
omission of sufficient
bridges - their construction
or their ~~cost~~ ^{substitute} a ferry
boat - still a charge
on the profit - or an
addit. expend. of capital
and has no claim for
aid from the fund

suggested -
I would say the necessity
for the crossings should be
represented -

Saving of Ferry boat
instead of bridges intended
& the estimate submitted
of J. I. as a necessary
item in the survey works
of completion - for
immediate sanction -
however present circumstances suggesting
that it may take the
place of an equivalent
amount of sanction
completion works in the
district - for economy
will be more urgent -

J. H. W. M. M. L. L. L.
think well it can be
brought to forward

May 27/9

should form a proper & essen-
tial part of the cost of the
work; appears to be a per-
fectly sound measure & can
be enforced as far as Im-
perial funds placed at
the disposal of this Government
admits of doing. The
question of providing for
the crossings over the
irrigation channels is
not however now before
Government - All that
proposed is a nominal
extension of the Act to
certain ferries in order
that the channels might
be kept in proper order by
grants from the surplus
ferry fund, which will
only go to supplement
the Imperial grants which
are found inadequate &
which there is no income

great prospect of increasing

I think the question
may with advantage
be discussed at the
next Council.

M.H.
1/9.

Back to Home Nov 30 Aug. R2 2/4
Sent to Mr. W.R. & Mr. J. M. 28 Aug 1870

Notification

Under Section II

of the Canals and
Ferry Act 1870, the
Governor in Council
hereby declares that
the provisions of the
Act shall apply to
the ferries mentioned
in the subjoined
Statement.

Godavery District
Collector's Office
Secunderabad.
29 April 1870

I. H. S.
Acting Collector

Sd/- B. Govindarao
A.C.

Statement showing the names of crossings over the
Canals to which Act I of 1970 should be extended.

Talugo	Names of Villages within the bounda-ries of which the ferries are situa-ted.	Names of Canals over which the ferries lie	Remarks
--------	--	--	---------

Rajahmundry	1. Venagiri	Goringa Canal	
	2. Viravaram	do	
	3. Venagiri	Cocanada Canal	
	4. Radiam	do	
	5. Jegurupod	do	
	6. Jegurupod	Samulecottah Canal	
	7. Jegurupod	Mandapeta Canal	

Ramachandrapur	1. Kesavaram	Samulecottah Canal	
	2. Kesavaram	Cocanada Canal	
	3. Anaparthi	Samulecottah Canal	
	4. Anaparthi	Cocanada Canal	
	5. Swarapudy	Samulecottah Canal	
	6. Velagatodu	Cocanada Canal	
	7. Velagatodu	Pata Tholybhaya Canal	
	8. Maridapaka	Mandapata Canal	
	9. Edide	do	
	10. Menripod	do	
	11. Koppavaram	Cocanada Canal	

12. Koppavaram	Samulecottah Canal
13. Konkuduru	Cocanada Canal
14. Komaripalem	do
15. Pandalapaka	do
16. Balabhadrapuram	Samulecottah Canal
17. Somiswaram	Mandapeta Canal
18. Chelluru	Goringa Canal
19. Kapavaram	do
20. Tenturu	do
21. Jagannadhagiri	do
22. Parlampudi	do
23. Mamidada	do
24. Chedavada	do
25. Muchumilli	Mandapeta Canal
26. Tentur	Sijaram Canal
27. Jagannaikulapalem	do
28. Velampalem	do
29. Vayammipeta	do
30. Terapottavaram	do

in a letter
from
the H. Collector
Godavari
to the Secretary
Revenue
dated 29. April 1976
No
Shri S. Subramanian

21. Aug/76 R 28 Aug

31 Balantram Injaram Canal
 32 Kuyyaru Do
 33 Langeru Teki Drainage
 34 Kundur Do
 35 Pekeru Do
 36 Kolanka At the junction
 of Teki Drainage
 & Tupputanal
 Yanam Canal
 37 Kota Yanam Canal
 38 Angara Coringa Canal
 39 Teki Drainage
 40 Kalina Coringa Canal
 41 Madike Yanam Do
 42 Vallur Coringa Do
 43 Korumilli Yanam Do
 44 Kapilwarapuram Do
 45 Gannada Do

46 Gandandi Teki Drainage
 47 Panaruru Do
 48 Kulla Yanam Canal
 49 Choppala Coringa Do
 50 Alamur At the junction
 of Yanam Canal
 Coringa Do.
 51 Sandhipudy Coringa Canal
 52 Amujur Teki Drainage
 53 Arallakatta Cocanada Canal
 54 Sahapuram Do
 55 Puttakonda Do
 56 Payana Do
 57 Peddabramhadram Samulastah Canal
 58 Pedapudi Do
 59 Vitlapalem Do
 60 Kumarapuram Cocanada Canal

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- | | | | |
|----|---------------|--------------|--|
| 5 | Gummampadu | Attiti Canal | |
| 6 | Somarayullin | | |
| | draparuu | { | Valpur Do |
| 7 | Somarayullin | | |
| | draparuu | { | Gostanadi Do |
| 8 | Tunikili | | Gostanadi Do |
| 9 | Munawillaru | | Tayyeru Do |
| 10 | Skimmarapuram | | Gostanadi Do |
| 11 | Relangi | | Gostanadi Do |
| 12 | Kotalaparru | | Nakkala Kalwa |
| 13 | Pekuru | | Do |
| 14 | Guttigamal. | | |
| | lipudde | { | Velpur Canal |
| 15 | Dongarayyalam | | |
| | a hamlet of | { | Bauk Do |
| | Sithantam | | |
| 16 | Mamudore | | Velpur Canal |
| 17 | Turuputipparu | | Narsapur Do |
| 18 | Tipparu | Do | Do ✓ |
| 19 | Vubulumarru | Do | Do |
| 20 | Dammemmar | Do | Do |
| 21 | Valivemur | Do | Do ✓ |
| 22 | Valivemur | | Gostanadi Do |
| 23 | Settipetta | | At a point where
Narsapur and
Ellore Canals
meet. |
| 24 | Kakaraparru | | Nakkalakalwa |
| 25 | Kakaraparru | | Narsapur Canal |
| 26 | Nidadavolu | | Ellore Canal |
| 27 | Khandavilli | | Nakkalakalwa |
| 28 | Kapavaram | | Narsapur Canal |
| 29 | Tanuku | | Velpur Canal |
| 30 | Mandapaka | | Attiti Canal |
| 31 | Kaldhari | Do | Do |
| 32 | Chivatam | | Gostanadi Do |

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33 Chilakapadu Gostanadi Canal
 34 Tanuku Bhupayya Do
 35 Velpur Velpur Do
 36 Markondapadu Pemula Do
 37 Paluru Attili Do
 38 Durva Vayyaru and
 Venkayya Canal
 39 Maruteru Nakkala Do
 40 Kakiluru Rapaka Do
 41 Aniapurru Do
 42 Rapaka Do
 43 Sragaram Dr. in
 44 Juttiga Do
 45 Penmantra Thiravasaram
 Canal

Ellore Talug 1 Kayakaram Ellore Canal
 2 Nulla Do Do
 3 Ambarpeta Do Do

4 Bhinadole Do Do
 5 Surappagudem Do Do
 6 Gundugolanu Do Do
 7 Denduluru Do Do
 8 Between Ellore
 and Valtur } Kistna Canal

Yernagudem Talug 1 Arugolanu Ellore Canal
 2 Arzala Do Do
 3 Kondala Do Do
 4 Mearampalli Do Do
 5 Arulla Do Do
 6 Prathipadu Do Do
 7 Kadakatta Do Do

Narsapur Talug 1 Ullamparru Narsapur
 Main Canal
 2 Chandapurru Do Do
 3 Chinamamidipalli } Do Do

4	Rusturubada	Karsapur	Main Canal
5	Sutarampuram	Do	Do
6	Mogaltur	Do	Do
7	Linnoor	Do	Do
8	Ligamarri	Do	Do
9	Jagannadhapu		
	ram	Do	Do
10	Kavitam	Do	Do
11	Vidangi	Do	Do
12	Mallavaram	Drain	
13	Matchapury	Do	
14	Kopparru	Do	
15	Saripalem	Do	
16	Tummalapally	Do	
17	Mogaltur	Do	
18	Venpa	Salt Creek	
19	Mogaltur	Do	Do

20	Mutyalapally	Do	Do
21	Kalyapatnam	Do	Do
22	Parupalem	Do	Do
23	Liruvumarri	Do	Do
24	Losariguttapandu	Do	Do
25	Gummulu	Nakkalakalva	
26	Tamavaram	Do	Do
27	Minumanchilipad		
	Agraharam	Do	Do
28	Kangorumilli	Bank Canal	
29	Peddellalam	Do	Do
30	Vadupudi	Do	Do
31	Kanchustam		
	bhampalem	Do	Do
32	Boorugupally	Do	Do
33	Manapally	Nagaram	
		Main Canal	
34	Vaduvupally	Do	Do

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	35	Magalikuturu	Koguram main Canal	
	36	Kadaly	Do — Do	
	37	Pidara	Do — Do	
	38	Magaltur	Do — Do	
	39	Sitarampuram	Drain	
Bhimava-	1	Bhimavaram	Do —	
ram Taluq	2	Yanamaduru	Do —	
	3	Kollalakodu	Do —	
	4	Garagapuram	Do —	
	5	Yandagandi	Do —	
	6	Kondapadu	Do —	
	7	Gollalakodu	Undi Canal	
	8	Yandagandi	Do — Do	
	9	Kakkada	Do — Do	
	10	Vendra Agraharam	Gostanady	
	11	Mogallu	Do —	
	12	Kommara	Veyaru	
	13	Ganapavaram	Do —	
	14	Kroovidi	Do —	
	15	Chinakapavaram	Do —	
	16	Cherukumilli	Do —	
	17	Bondada	Drain	
	18	Pidamindrolam	Pandikodu	
	19	Davara Gopavaram	Do —	
	20	Teeravasaram	Do —	
	21	Kesavaram	Bhimavaram	
	22	Undi	Drainage Channel	
	23	Cherukugavama	Undi Canal	
		Agraharam	Vayyeru	
	24	Likhitapudy	Drain	
Loringa	1	Gurzanapalli	Toolijabha- ga Godavay	

57 16 Nagaram
 2 Patanadu Salt water
 Canal

Grand Total 219

Godavery District
 Collector's Office, Cocanada
 29th April 1876

L. S. S.
 Acting Collector

Sd/- R. Govindarao
 H.E.C.

Rajahmundry 7
 Ramaswamiapuram 63
 Amalapuram 24
 Tenali 45
 Bellary 8
 Guntur 7
 Kovvur 39
 Bhimavaram 24
 Copara 2

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Statement showing the ferries on the Godavary river
where boats are required

Talug	Names of ferries	Description of boats required	Number of boats required
Rajahmundry	Dowlaiswaram	Passenger boat	1
Sawachendrapur	1 Kota	Ballakot	1
	2 Kotipalli	do	1
	3 Kapileswarapuram	do	1
	4 Mitastanam	do	1
	5 Viravillipalem	do	1
Anulapur	1 Vakalagarow	do	1
	2 Gattenadi	do	1
	3 Pasuvullanku	do	1
	4 Pulidindi	do	1
	5 Kattunga	do	1
	6 Parikedinilli	do	1
	7 Ayali	do	1
	8 Pottagallapalli	do	1
	9 Pedapudi	do	1
	10 Gudumudi	do	1
Coringa Division	1 Injeram	ordinary ferry boats	3
	2 Coringa		
	3 Mattapalem		
Yerragudam	1 Tallapudi	passenger boats	5
	2 Prathilanka		
	3 Humaradevam		
	4 Gutala		
	5 Palavarann		

23
Ruly on
the boat
on the 23

40
Mattapalem

40
Yerragudam

From the 28 boats
to the Godavary
Revenue
The 28 boats
to the Board
Revenue
about 29 April 1876
received Rs 309/16
No III Rs 652/16
Statement showing
the names of owners
over the Canal to which
Act 1 of 1870 should be
applied.

Sub M 10 1904/76

1 Tallopuudi - Mail boat - 1
 1 Aulivadi - } Ballakats 2
 2 Yenu^{vani}gulauka - }
 Total - 27

Particulars
 Ballakats 17
 Passenger boats 6
 Mail boat 1
 Ordinary ferry boats 3
 27

Godavery District
 Collectors Office
 Cocanada
 28th April 1876
 I. H. K. S.
 Asst Collector

8/13 Govindarow
 H. S.



Recd 2
with a letter
from

The St. Collector
to Goddard's

The St. deaconry
Board of the

Heads

Dated 29th April 1852

Received for 30/35

No 111 New 652/36

St. deaconry - the
the fornication
Goddard's - the
boats are required.

Aug 11/52