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(3) Initials of the Referencer _____

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue

DEPARTMENT

G.O. No.	2894	Press.
B.P. No.		Mis.
Dated	22.5.1877	197

Not to be folded or roughly handled.

Read the following papers :—

No. 668. From Major J. BEATTY, R.E., Officiating Superintending Engineer, Godavery, to the Secretary to Government, Public Works Department, dated Dowlaisweram, 25th October 1876, No. 2,066.

I HAVE the honor to forward herewith two statements of expenditure and income derived from the first eleven trips made by the steamer *Wynegunga* up the river in the current official year, together with statements showing the details of income, from which you will observe that the net profit to Government in those trips is Rupees 2,349-10-11.

No. 668-A. From the same Officer, dated Dowlaisweram, 20th November 1876, No. 2,392.

In continuation of my letter No. 2,066 of the 25th ultimo, I have the honor to forward herewith two statements, one showing the cost of the last two (12th and 13th) trips made by steamer *Wynegunga* up the river, and the other showing the income derived from the same.

2. The net profit for the thirteen trips has been Rupees 2,708-6-11.

No. 668-B. From the same Officer, dated Dowlaisweram, 14th February 1877, No. 3,256.

In continuation of my letter No. 2,392 of the 20th November 1876, I have the honor to forward herewith further returns regarding the working of the Upper Godavery steamers during the year 1876, together with a statement showing the general results.

2	Statements of expenditure and income for the 14th, 15th and 16th trips.
2	Do. showing the details of income for the 14th, 15th and 16th trips.
1	Comparative statement.
1	Statement showing the general results.
1	Return of traffic on Dumagudem channel.

2. I also send a comparative statement showing the number of passengers, quantities of different kinds of goods, &c., and miscellaneous receipts, during the years 1875 and 1876, from which it will be seen that there has been an increase of income of Rupees 1,490-8-5 in 1876 over that of 1875.

3. The net profit for the sixteen trips during the year has been Rupees 3,985-0-4.

4. The payments into treasury would have been much greater in the season of 1876 had it not been for two causes which have prevented larger returns from private cargo :—

(1.)—Chief Engineer's Circular No. 661 of 5th November 1875 was received so late in 1875 that the instructions contained in paragraph 2 could not be complied with that season, and consequently much of the cargo

*Proceedings of the Madras Government, Public Works Department,
30th April 1877. No. 1,455.*

space has been occupied this season with machinery, tools and plant, &c., under removal to Dowlaishweram for convenience of transfer to other districts.

(2.)—During the low freshes of this season an unusually large number of cargo boats were able to make their way up the river and these brought down much cargo which in ordinary seasons must have come by the steamer.

5. I think there is reason to believe that the running of the steamers is having a good effect on trade with the Upper Godavery, and that the merchants of Cocanada have begun to appreciate the convenience of this means of communication. One merchant has established a depôt of salt near Dumagudem, and others send up agents to purchase produce. If the running of the steamer were to cease now I have no doubt the mercantile community at Cocanada would at once petition Government on the subject. Two years ago they took little interest in the Upper Godavery.

6. The accompanying statement of traffic on the Upper Godavery Canal, from 1872 to 1876 inclusive, will also show the great increase in the quantity of timber exported last year and in the tonnage of boats trading with the Upper Godavery.

7. I have the honor to request sanction to prepare for running the steamer again in the freshes of 1877. The supply of firewood must be arranged for now in order that it may be cut and stacked at an early date, so that it may have time to dry before it is required for use.

Statement showing the Income derived from, and the Expenditure incurred on, the Trips made by Steamer "Wynegunga" up the River during the Season of 1876-77.

	No. of Trips	Income,			Expenditure.			Profit.		
		RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
1	...	657	11	4	541	15	6	115	11	10
2	...	381	11	7	240	4	3	141	7	4
3	...	428	8	7	252	9	2	175	15	5
4	...	436	1	10	234	2	4	201	15	6
5	...	416	9	5	233	8	8	183	0	9
6	...	484	9	1	208	14	7	255	10	6
7	...	557	7	6	278	13	11	278	9	7
8	...	549	3	11	240	4	2	308	15	9
9	...	1,498	14	7	455	14	9	1,042	15	10
10	...	577	13	4	323	1	9	254	11	7
11	...	538	15	8	340	4	10	198	10	10
12	...	274	4	7	225	6	11	48	13	8
13	...	703	8	8	335	12	10	367	11	11
14	...	662	11	3	320	11	6	341	15	9
15	...	473	12	5	351	2	7	122	9	10
16	...	140	13	7	194	13	4	53	15	9
Total	...	8,762	13	5	4,777	13	1	3,985	0	4

*Proceedings of the Madras Government, Public Works Department,
30th April 1877. No. 1,455.*

Comparative Statement of Income derived from the Steamer running up the River in 1875-76.

Particulars of Merchandise, &c., conveyed.	1875.		1876.		* DIFFERENCE.		Remarks.
	Tons.	Amount.	Tons.	Amount.	Tons.	Amount.	
<i>Goods.</i>		RS. A. P.		RS. A. P.		RS. A. P.	
Gall-nuts	98.14	408 10 1	440.5	1,897 4 7	341.11	1,398 10 6	Sundries include the following articles:— Hemp, horns, hides, grease, ghee, jaggery, turmeric, garlic, coriander seeds, brass pots, fish, soap nuts, chillies, sugar, lead, pitch, oakum, coal tar, canvas, opium, gunnies, mats, cloths, wood, dubbers, tobacco, pickle pots, casks of oil and empty, red mud, white mud, thread, wax, honey, onions, papers, cigars, vegetables, and machinery, tools, &c.
Rice	69.18	450 14 8	128.4	1,107 7 0	58.6	661 8 4	
Wheat	7.12	48 6 5	9.10	54 8 5	1.18	6 2 0	
Salt	281.5	1,662 9 5	56.6	450 19 11	224.19	1,221 14 6	
Fruits	10.13	76 12 3	3.4	2 13 1	6.17	54 15 5	
Grains	243.0	1,744 15 3	134.12	487 6 3	108.8	1,258 9 0	
Sundries	32.13	180 9 0	533.13	2,600 0 7	500.19	2,428 7 7	
Total Goods	743.4	4,572 13 1	1305.14	6,521 2 10	562.94	1,947 5 9	
<i>Traffic.</i>		NO.		NO.		NO.	
Passengers, 1st-class	22	336 3 7	12	18 4 6	10	167 15 1	
Do., 2nd	11	33 9 5	9	6 0 0	2	30 6 7	
Do., 3rd	2,041	1,624 10 10	2,659	1,78 13 7	618	158 2 9	
Cabins	7	56 0 0	8	1 0 0	1	40 0 0	
Miscellaneous	...	649 0 1	...	2 8 6	...	437 7 7	
Total Traffic	2,081	2,699 7 11	2,683	2,24 10 7	602	456 13 4	
Total of both	...	7,272 6 0	...	8,764 13 5	...	1,490 8 5	This sum is the increase of income in 1876 over that of 1875.

* The figures in large type under this head denote less than last year, and the figures in small type denote more than last year.

JAGANATHGERTY,
11th January 1877.

(Signed) D. McNEIL CAMPBELL, Lt., R.E.,
Executive Engineer, Godavery.
(Signed) J. BEATTY, Major, R.E.,
Offg. Supg. Engr., Godavery District.

Return of Boats and Timber passed through the Head and Tail Locks of the Upper Godavery Canal, Dumagudem, from 1st January 1872 up to end of 1876.

Years	ARRIVAL FROM THE COAST.			DEPARTURE TO THE COAST.			DEPARTURE TO THE COAST.			Remarks.
	Boats.	Tons.	Value.	Boats.	Tons.	Value.	Logs.	Value.		
			RS.			RS.		RS.		
From 1st Jan. to 31st Dec. 1872.	210	983	63,199	726	34,912	9,689	38,756			The name Dumagudem is generally spelled wrong. It is derived from "Duma" or "Dumma," dust, and "Gudem," a village, and there is no place for an "i" in it; it should be "Dumma."
" 1st " to 31st " 1873.	241	1,268	77,243	876	34,328	22,599	99,964			
" 1st " to 31st " 1874.	326	637	88,776	1,457	73,430	18,459	88,673			
" 1st " to 31st " 1875.	195	775	77,131	2	1,336	57,140	18,434	82,802		
" 1st " to 31st " 1876.	329	4,935	1,19,513	2	200	1,30,187	20,377	1,31,585		either Dummagudem or Dumagudem. The first barrier was finished and all work stopped in June 1872. Colonel Haig left Dumagudem last in February 1871. Executive Engineers Messrs. Rhind, Sherman, and Vanstaveren.

DOWLAISHWERAM,
14th February 1877.

(Signed) J. BEATTY, Major, R.E.,
Offg. Supg. Engineer, Godavery.

*Proceedings of the Madras Government, Public Works Department,
30th April 1877. No. 1,455.*

No. 668-E. From the same Office, dated Dowlaishweram, 8th March 1877, No. 3,536.

In reply to the latter part of your memorandum No. 391 of 17th ult. I have the honor to inform you that probably would not be sufficient for the employment of a second steamer, especially this year, as it is here that all the Brinjarries are engaged at present carrying in paddy and owing to the great failure of the crops in the Upper Godavery taluqs.

2. In ordinary years the Brinjarries would bring other produce to Durn to barter for salt, but it is doubtful, owing to the circumstances I have mentioned, whether there will be such a large collection of produce this year to be brought during the freshes.

3. We shall, however, by June next, have two steamers in good order, the *Wurda* and the *Wynegunga*; and the *Godavery*, which is in need of special repairs, is at anchor above Dumagudem. When the *Wurda* makes her first trip up, she will take all the steel barges with her, and if there should be a large collection of produce waiting to come down, the *Godavery* can fetch two barge loads down when she is for repairs, and the *Wynegunga* can then commence running, in addition to the *Wurda*, while there is sufficient cargo.

No. 668-D. From the same Officer, dated Dowlaishweram, 29th March 1877, No. 3,845.

With reference to your memorandum No. 689 of 13th instant, I have the honor to inform you that I do not think it is expedient at present to incur any expenditure with a view to improving the Upper Godavery transport beyond putting the steamers in thorough repair as we are now doing. As the *Wurda* is now in dock undergoing special repairs, the *Godavery* will be taken in for repairs next season, and the *Wynegunga* as soon as she requires it.

2. When these steamers and barge were built they were not intended for the use of the public, but for keeping up communication with the Government establishments and works on the river. At that time there was no trade with the Godavery, and consequently no boat traffic.

3. That trade is increasing annually and the native merchants are taking to accommodate it, so that there is now a large amount of boat building in progress on the banks of the river intended for its service. It is doubtful whether boats will not very soon get all the cargo there is to be carried.

4. I think, therefore, it is advisable to await the experience of one or two seasons before increasing the plant, but the direction that such expenditure will be made is no doubt that of increasing the number of galvanized steel barges, so that there may be spare barges to leave for loading at stations on the river.

P.S.—I send herewith for your information a copy of the advertisement I am now issuing regarding next season's work.

*Proceedings of the Madras Government, Public Works Department,
30th April 1877. No. 1,455.* 2894

No. 669. ORDER THEREON, 30th April 1877, No. 1,455.

CIVIL WORKS, No. 56.

RECORDED.

2. It is observed that in Chief Engineer's memorandum No. 446, dated the 22nd February, the District Engineer has been authorized to make the necessary preparation for running the steamers in the freshes of the present year.

(True fact.)

Colonel, R.E.,
Secretary to Government, P.W.D.

To the Superintending Engineer, Godavery.

- " " " Kistna.
- " Chief Engineer for Irrigation.
- " Financial Department.
- " Revenue Department.
- " Examiner of Public Works Accounts.

Ed. E. C. Shunker.
pare Copies

Revenue Department

No 2585

Govt. of 1877. India.

PUBLIC WORKS.

To

The SUPERINTENDING ENGINEER,

GOAVERY,

&c. &c. &c.

Dated April 30th.

Issued

Recd. 2/5th May 1877. Encl.

G. O., 30th April 1877, No. 1,465.

See Note

APRIL

Nos. 668-669.

Colony Steamers.—Papers regarding
the running of —, recorded

No 2584

Comm. to the

Board of Revenue

22 May 77.