

MADRAS RECORD OFFICE

Government of Madras

DEPARTMENT

G.O. No.

Press
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Date

18

Not to be folded or roughly handled

Fort Saint George, Public Works Consultation of 10th March 1857.

No. 47. Read the following letter from Colonel C. E. FABER, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 14th January 1857, No. 9430.

SIR,

1. I have the honor to forward copy of a letter* from the Superintendent East Coast Canal, reporting that the communication is now open for the use of boats of light draught from the river Adyaur, to the post town or station of Sadras a distance of nearly 35 miles.

Para. 2. The Superintendent observes that boats drawing 1' 6" may now proceed the whole distance, and he believes that even when the Adyaur, Covelong and Yeroor bars are closed, there will still be sufficient water for passenger traffic, and the transport of light goods.

Para. 3. Lieutenant Sankey states also that at present throughout the greater part of the line, the section of the Canal has a surface width of 45 feet (at the Northern end, as much as 60 feet) with a depth varying from 3' 6" to 4' 6" being superior to any portions of the Canal north of Madras.

Para. 4. He mentions further that portions of the shallow Covelong lagoon remain to be improved, and respecting which the Superintendent promises a further report, the effects of the late storms having led him to consider the question of dealing with the backwater on somewhat different principles from those hitherto acted upon.

5. A statement is given showing an expenditure of Rupees 1,75,458-6-3 to the 1st January 1857, from the commencement of the work in May 1855, and leaving a balance on that date of Rupees 46,414-9-9, from the sanctioned estimates, amounting in the aggregate to Rupees 2,21,873.

Para. 7. Including the supplemental estimate of Rupees 54,750, for completing the Canal to the river Palaur 5 miles South of Sadras the average cost of the 40 miles of inland navigation between the rivers Adyaur and Palaur including five large bridges, each of 60 feet span, is shown to be nearly Rupees 7,000 per mile which the Superintendent justly considers moderate.

7. The rates at which the earth work has been executed are given in para. 10 being 10 pice for the 1st yard, and an additional 2 pice for every additional yard in depth.

8. The Superintendent offers for consideration certain suggestions respecting the provision of suitable boats both for cargo and passengers on the Adyaur and Sadras Canal; Lieutenant Sankey recommends that as an inducement to the native traders to build boats, they should be exempted from the payment of any toll for 4 or 5 years. In the event of this encouragement failing after a trial of 2 months, his next suggestion is that a reward should be offered rateable to the tonnage, for boats produced on the Canal, or else that Government should undertake to build and work model boats, constructed expressly for the different kinds of traffic, and offering a still higher reward for the imitation of these models.

9. The Superintendent will be requested to furnish plans and estimates of the lines he considers to be best adapted for the Canal traffic, and in the mean time it appears desirable that a notification translated into Tamil Telooquo and Hindoostani similar to the accompanying draft should be published in the Government Gazette. In the event of the result favoring the suggestion that Government should build boats, it will then be time to consider the question of establishing an agency at Mouhnein, or elsewhere for the supply of teak timber.

10. With the view of giving immediate effect to the arrangement noticed in the concluding para. of his letter, the Superintendent will be further requested to furnish a sketch plan of the three plots of ground pointed out by Lieutenant Chambers as suitable entrepôts for the firewood, shells, stone, and other articles brought by the Canal to the Madras market.

11. I concur generally in the views set forth by Lieutenant Sankey as sensible, and for the most part suitable to the occasion, and I beg leave to recommend his report for the favorable consideration of Government.

Fort Saint George, Public Works Consultation of 10th March 1857.

No. 48. ORDER THEREON, No. 424; dated 4th March 1857.

1. With his letter above recorded, the Chief Engineer submits one from the Superintendent of the East Coast Canal, reporting the completion of the Adyar and Palaur Canal from the Adyar to Sadras, a distance of 35 miles. The distance completed is declared to be open to navigation, and it is supposed that even during the hot season, when the bars of the rivers communicating with the Canal are closed it will be available for light traffic.

2. The Superintendent considers, that inasmuch as no efforts have yet been made by the inhabitants of the villages lying along the margin of the Canal to build boats, it will need the stimulus of a palpable and direct profit to induce them to enter into the matter with spirit; and to encourage the use of the Canal, he offers four suggestions; which are considered by the Chief Engineer as "sensible and suitable for the occasion." These suggestions are as follows.

3. 1. To exempt from all Toll, boats using the Canal for the first 4 or 5 years.
2. Should the above not prove a sufficient inducement after the experience of a couple of months, to offer rewards for the production of boats on the Canal.
3. Or, to build and work boats at the Government expense and offer larger rewards for the imitation of the Government Models.
4. To appoint an agent in Moulmein for the supply of Teak, in order that timber may be obtained at less expense than the present ordinary market price, which is to a great extent prohibitive of the free building of boats.

In accordance with these proposals, the Chief Engineer submits a draft Notification to be published in the Gazette.

4. The Government are unable to concur with the Chief Engineer's reasoning. The line of Canal has not yet been declared open, and the Government are disappointed to find the head of the Public Works Department recommending the adoption of a course, the main principle involved in which is a deliberate conviction that, unless they are paid for doing so, no one will use the work.

5. The Government moreover observe, that the Superintendent himself expressly says that, probably when the fact of the Canal being open becomes known to the boat owners north of Madras, many will at once try their fortunes by transporting their boats to the south.

6. The Government admit that, under the present circumstances of India, it is the duty of the State to provide for the people and the traffic of the country, ready and cheap means of locomotion and of transport, in the first instance at the public expence, but they cannot admit that, having done this, they are not entitled to receive interest for the capital invested, by the collection of Tolls, and still less that they are called upon to pay the public for making use of the facilities provided.

7. As little to be approved is the other proposal made by the Superintendent and advocated by the Chief Engineer, that Government should enter into the Timber trade with a view to "regulate the market."

8. All that will now be necessary is to publish in the Gazette, a simple Notification in English, Tamil, and Telooogoo, that the Canal is open with a certain depth of water, this, Colonel Faber will be good enough to prepare, and submit at his earliest convenience; when promulgated, a number of copies will be struck off and supplied to the Collectors of Madras, Chingleput and South Arcot, and the Canal Superintendent, for general distribution.

9. The Government would have no objection to a few boats being built at the public expence as models, on an approved plan. In the papers connected with the Adyar and Cooum junction project, now before the Government, mention is made by Colonel Arthur Cotton, of long and narrow boats, as being the only ones suited for Canal traffic. The Chief Engineer will be good enough to make some designs for such boats in concert with that Officer, and submit them for the approval of Government.

10. The Governor in Council concurs with the Chief Engineer in thinking that the cost at which the 35 miles of Canal now reported open, have been completed (7,000 Rupees per mile) is moderate and satisfactory.

Fort Saint George, Public Works Consultation of 10th March 1857.

11. It is observed from para. 10 of his letter, that Colonel Faber proposes to call upon Lieutenant Sankey to furnish a sketch plan of the three plots of ground pointed out by Lieutenant Chambers as suitable spots for unloading cargo boats coming down the Canal from Sadras. The Government would wish that the Collector of Chingleput should be consulted on this point, and request that Colonel Faber, will report upon the subject again, after communication with Mr. Shubrick, and the Superintendent of the Canal, submitting at the same time, a sketch of the site selected.

(Signed) H. FORBES,
Acting Secretary to Government.

Public Notice

It is hereby notified for general information, that the new Canal recently constructed by Government, from the southern limits of Madras, has now been so far completed from the right bank of the river Adyar to the port town and station of Satchay, a distance of 35 miles, on the coast road to Pondicherry and Cuddalore, that it is opened for the accommodation of the Public, whether for transit of Passengers or transport of light goods.

2 The new Canal passes near Thion Choultry, Corlang, and the Seven Pagodas, and with a general depth of 3.6 to 4.6 will be open throughout the year to boats with a draught of 1.6.

3 The Govt is desirous of encouraging Merchants and others to occupy this line of inland navigation, by placing Boats of suitable size & shape for the carriage of passengers, and transport of light merchandise, on the canal. For this purpose the Govt is pleased to authorize the Collector of Chingleput and the Supt of Eastern Coast Canal at the Black Town basin to receive applications, tenders, and proposals for building new boats, or

placing old ones of approved model on the Canal
from all parties desirous of doing so, and to grant
them an exemption from all Tolls whatever for
a period of 3 years dating from 1st February 1857-

The encouragement thus held out to
merchants, boat builders and others, will have effect
until the 1st May 1857, when the Govt. will have
liberty to terminate the exemption from tollage
and duties of all kinds guaranteed in the preceding
preamble; and to adopt such other measures for
making the Lachas Canal extrinsically useful
for the accommodation of the general community
as may be deemed necessary with reference to
the number of applications that may have been
received before the 1st May next.

Central Office of P.W.
Fort Saint George.
14th January 1857

Colonel
Chief Engineer

N. 375

From, Lieutenant R. H. Searkey Engineer
Superintendent of the C. L. Canal

To, The Chief Engineer
Fort Saint George
Depts. P. Works.

Sir, Mr. Kennedy, Uncommissioned Assistant Civil Engineer
in charge of section A-1 Adras Canal having reported the
removal of the last few bunds obstructing the free passage for boats
at the end of his portion of the line, I have the honor to inform
you that the Canal is now open for the use of boats of light
draught from the Adras River to the Village of Adras a
distance of nearly 3.5 miles.

Boats drawing 1' 6" may now proceed the whole
distance, and I am in hopes even in the hot season when
the Adras, Corolong, and Ayoor bars shall more than
likely be closed, that there will still be enough water
for passenger traffic, and the transport of light goods.

Throughout the greater part of the line there is at
this moment a fine deep Channel from 3' 6" to 4' 6" in depth
and having a surface width of 4.5' (at the Northern end
as much as 60') Superior to any portion of the Canals north of
Adras, and therefore eligible for boats of at least equal
if not greater tonnage than obtaining there.

Portions of the shallow Corolong backwater remain
to be brought on an equal footing with the rest and on
its

Enclosed in a letter from the

Chief Engineer

of the Secretary to Government C.M.S.

Guth M. J. January 1857

N. 375

10/11/57

Public Notice regarding
the Eastern Coast Canal from
Adras to the first turn or station
of Adras.

the treatment of these I hope soon to have the honor of addressing you as the effects of the late storm (19th & 20th November) have led me to look upon the question in a somewhat different light from that in which it has hitherto been considered.

5th This is not the time for dwelling on the history of the line as its full development has yet to come, and justice done to the views of my able predecessor Lieutenant Chambers, I shall therefore merely mention a few facts of present interest.

6th Lieutenant Chambers commenced laying out the line in May 1855 and with the assistance of Lieutenant Alar Knight Kennedy, Hering and Lawford, who successively joined the Department, brought the undertaking to its present advanced stage.

7th The following statement shows the amount of expenditure up to the present time compared with the estimates for the work.

Estimates		Expenditure	
When & how Sanctioned	Amount	Up to what date	Amount
21 st March/55 Govt. of India.	Rs. 0 0 0	1 st Nov. 1855	55,212-6-6
11 th April/55 Madras Govt.	17,5716	1 st May 1856	42,813-8-9
25 th May/55 Govt. of India.	4,6157	1 st Nov. 1856	70,889-13-5
9 th June/55 Madras Govt.		1 st Jan ^r 1857	65,220 9-7
Total Estimated expenditure	22,1873		
Total actually expended up to present time.	17,5458-6-3		
Remaining in hand	46,414-9-9		

8th Taking the total length of the Canal from the Adyar to the Calaver River, at 40 miles (35 miles of which is now thrown open, and

5 partly executed) the outlay up to the present time averages Rs. 4386 per mile.

9th Shortly since I had the honor to submit a second supplementary estimate amounting to Rs. 7500 Rupees, which it was hoped would complete the work; adding this to the amounts previously sanctioned the proposed outlay would come very nearly to 7000 Rupees a mile, which considering that it provides for the building of no less than 5 single arch bridges each of 60 feet span, and that in several places there are deep cuttings, will I feel sure be considered moderate.

10 The total of earthwork executed amounts to 182,3015 Cubic Yards, the rates being 10 pice for the 1st Yard, 12 pice for the 2nd Yard, 14 pice for the 3rd Yard, &c.

11 No attempt having as yet been made by the inhabitants of the villages situated along the margins of the Coring backwater to build boats, it will need the stimulus of a palpable and direct profit to induce them to enter into the matter with spirit. Their own unaided exertions cannot be relied upon for stocking the Canal with boats, yet this is a matter of prime importance in effecting which no time should be lost, no exertion spared.

12 I cannot help thinking that when the fact becomes known to the boat owners on the Canals North of Madras, that there is an opening for craft under 6 tons burthen on the Madras line, and that larger ones could ply under light loads with advantage, that many would at once try their fortunes by transporting their boats from the Coovom to the Adyar.

13 It seems to me that the first inducement tried should be the promise of exemption from toll for 4 or 5 years.

as might appear most advisable to Government. This indeed for the first two years or at all events till the Canal is in perfect working order, would be only a matter of justice.

14 Should a couple of months experience prove that the above boon has failed in its object, and that no sufficient interest has been excited about the matter, I would venture to recommend that a reward be offered proportionable to the tonnage for boats produced on the Canal. And that Government itself undertake the building, and working of boats constructed expressly for the different kinds of traffic (passengers as well as miscellaneous produce) offering a still higher prize for the imitation of these models.

15 This latter proposition I feel to be one of importance so much so indeed that under all circumstances, it seems most desirable that a sum of money be specially devoted to the building of boats on the part of Government.

16 The Native Craft as at present used on the Northern Canals, though drawing little water, and easily turned are badly deficient in the essentials for good Canal Navigation. They are broad, awkward boats, difficult to steer with precision, having no towing mast or any means of applying either horse or man power with advantage to traction. With perhaps one exception there is nothing deserving the name of a passenger boat on the E. C. Canal, passengers and bags of rice are carried indiscriminately, it would seem therefore high time for something to be effected in regard to the introduction of an improved style of boat for every purpose, strong manageable ones easily towed and well adapted for

for making use of a favorable wind, for the carriage of miscellaneous produce; and a lighter, narrower description, combining speed with comfort, for passengers, which might be rowed or sailed, or towed according to circumstances.

17 The present opening of the Sadras Canal affords an opportunity which it would be a great pity to lose, I would therefore earnestly solicit attention to the views I have above very inadequately expressed considering the importance of the subject.

18 In bringing forward the subject of building boats I may take the opportunity of mentioning a fact which bears very materially on the matter. In proceeding along the Dooerathpatam Canal, one is struck by the number of Cargo boats still on the stocks, though apparently there for years many are all but finished and on enquiry it seems that the Native builder has delayed for perhaps 2 or 3 years to complete his boat in the expectation that teaks will cheapen as time wears on. The present high prices for teaks, produced principally by the requirements of the Railway are not likely to be affected and as the former low ones yielded no doubt to the native dealers a very reasonable profit, it might be worthwhile considering some method of establishing a Government store through the aid of an Agent at Inoulmein which would regulate the market. It is not in my province to offer such a suggestion but I feel that the Canal traffic which has lately exhibited such extraordinary energy, is directly affected by the present high price of teaks, and that on it most materially depends the prosperity of the E. C. Canal.

Copy in a letter to Eng.
of 12th April 1857, No. 7.
Para 10.

Enclosure in a letter from the
Chief Engineer
to the Secretary to Government
Dated 14th January 1857
Received
W. E. B. 12/14/57
1857
Copy of a letter from the
Superintendent of the C. Co.
Canal reporting that the Canal
from the village to Ladras
is now open for passengers, boats
and the transport of light goods

Per. Com: 19th Decr/54. No 238
- do 31st Octr/54 - 13015
- do 21 April/54 - 142
- do 24th Dec/55 - 31432
No. 12th June/55 - 22423
- do 1 May/55 - 14
Peri. 17th April/55 - 448
No. - 6th Janr/54 - 20022

Pub. Works Department
24 to Cons. 10th March
No. 74
The Chief Engineer
To the Secretary to Government
P. W. D.
P. W. D.

Copy in a G. S. to E. Dated 11th January 1857
of 1st April 1857, No. 74
Para 10 -
Received 14th January 1857
No. 74
No. 4430

Enclosures Two.
S. E. No 1424. 14th March

No 47.

1st July 1857 No 19 No 26

Forwards Copy of a letter from
the Superintendent of the Canal
reporting that the Communication is now
open for the use of boats of eight draught
from the river Adyaur to the Village of Ladras
a distance of nearly 35 miles and that
of a proposed public Notification for trans-
action in the Port of George's Harbour.

1915

Chief Engineer's letter 14th January 1857 et 9430.

Note. In addition to the power to the town of Sadras; five to the 221,873 Rupees sanctioned for this project, a supplemental estimate of Rs. 54,750. was submitted on the 6th Dec^r last for the completion of the Canal. It was returned to the Chief Engineer with other estimates on the 3^d Summary, but it is come up again, the amount being entered at Rs. 49,470.

Superintendent offers four suggestions
1st To exempt from all toll boats
using the Canal for the first 4 or
5 years.

2nd

(usually, or even that, Government should contribute to such a work.)
British boats, conducted exploring for the different kinds of timber,
and, of course, a still higher reward for the production of their material.
The Superintendent will be requested to examine
plans and estimates of the kind he considers to be best suited
for the service, and in the mean time, if of any opinion
that a negotiation tractable with small expense and understanding
similar to the Government's would be published in the
Government Gazette. In the event of the result favoring the
negotiation, the Government should dwell here, it will then be
time to consider the question of establishing a new Company at
Houlman, or elsewhere for the supply of timber.

2nd Should the above not prove Para 14 of Supt's letter
a sufficient inducement after
the experience of a couple of months,
to offer rewards for the production
of Boats on the Canal.

3rd Or to build and work boats Paras 14 & 15 of do-
at the Govt. Expense, and offer larger
rewards for the imitation of the Govt.
models.

4th To appoint an Agent in Choul. Para 18.
- enen for the supply of teak, in
order that timber may be obtain-
- ed at less Expense than ordinarily
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thus facility be secured for the build-
- ing of Boats.

The Chief Engineer sub-
mits the Draft of a notification
to

to be published in Tamil, Telugu, and
Hindoostani in the Gazette in
accordance with the Superintend-
- ent's proposals, which however it
does not appear probable will
meet with the approval of Govt.

The line of Canal has not
yet been declared open, and to start with
the conviction that no one will use it,
unless they are paid for doing so,
would be so great a condemnation
of the undertaking, that it is a little
disappointing to find the head of the
Public Works Department recom-
- mending the course to Govt. Indeed
the Supt. himself appears to be of opi-
- nion that his own recommendation is
unnecessary, for he expressly says that he
"cannot help thinking that when the fact
(of

"(of the Canal being open) becomes known
to the Boat Owners on the Canal North of
Madras, many will at once try their for-
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the Canal to the Adyar."

A little to be approved is
the other proposal that Govt. should enter
into the timber trade with a view "to
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The Govt. will perhaps ap-
-prove of a simple notification in the Ga-
-zette for twelve successive issues that the
Canal is open, with a certain depth of
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-plied to the Collectors of Madras, Chinn-
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W.H.

That is all that
is necessary -

There is a no
objection to Govt. having
a few boats built on
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1/6
0
H.
Mey M

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Early in the year
the Government should
be in a position to have
a few boats built on
hand in a good plan -
provided such as is found -
Col. R. Cotton. I think -
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improvement or to give
ideas for designs.

W.H.

No. 424

Extract from the Minutes of Consultation
 Under date the ~~4th March~~ ^{February} 1857.

Read the following letter
 from the Chief Engineer.

(Here enter the th January, 1857 No. 9/30)

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" It is observed from para 10 of his letter that Colonel Faber proposes to call upon Lieutenant Sanku to furnish a sketch plan of the three plots of ground pointed out by Lieutenant Chambers as suitable spots for unloading cargo boats coming down the canal from Sadras. The Government would wish that the collector of Chingleput should

should be consulted on this point; and request that Colonel Faber will report upon the subject again, after communication with Mr Shubrick and the Superintendent of the canal, submitting at the same time, a sketch of the site selected.

RZ

9 Copies to the Chief Eng.
Dip 25-2

B 64: Dec 54 N 25 24
30: Bot Dec 12 18
21: 1/2 April 54 1-2
24: 1/2 April 54 31-32
P 12: June 55 22 20
11: May 54 14
R 17: 1/2 April 54 7:8
6: 1/2 April 54 20 @ 22

Pub. Works 1857 Department
Rd to Cons: 10th March.

No. 424

Copy in a Letter to England
71st April 1857 No. 7.
Paras 10.

Extract Mins. of Cons.
Dated 4th March 1857

From Chief Eng: 18: March 1857
in 6 21st April

From 20: 22nd April 57 6: 1857 in 6
26th April

Ec: from the Hon of the Chief Engineer
C. McQuinn Cons: 29th Feb 1857

Passing orders on a letter
re: the communication
is open for the rise of boats of light
draught from the river & over
to the village of Tadras

No. 47-448