1. Number of r...
2. Date of repair ...
3. Initials of r...

M.R.O. 1—80,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cons. 2-7-58

G.O. No. 1116 Press Mis.

4465

Dated 29-1- 1958

Not to be folded or roughly handled

No. 5406

Extract from the Proceedings of the Chief Engineer in the Department of Public Works.

Under date the 21st November 1857.

Read the following letter from the Madras Navigation Canal Committee.

Reporting on the views set forth by Lieutenant Sankey both in regard to the state of Cochrane's Canal and the proposed new cut. } (No. dated — received 17th Novr 1857. No. —)

Resolved (with reference to the orders contained in Extract Minutes of Consultation No. 1560 of the 11th August last) to place before Government the Report of the Madras Navigation Canal Committee on the Letter dated 15th April 1857 No. 462 from the late Superintendent Eastern Coast Canal, although the Committee have given their consideration much more to the practical improvement of the two water communications North and South of the Presidency, than to the exposition of Lieutenant Sankey's views in regard to navigable canals on the Madras Eastern Coast generally, as more specifically instructed.—

Enclosure Original Letter from the Madras Navigation Canal Committee

2. Whilst expressing his own concurrence for the most part, with the several recommendations of the Committee, and his acquiescence in the soundness of the principles they lay down as

as to the relatively superior value of water over land carriage, the Chief Engineer cannot however but demur to either of the alternative propo-sitions contained in Paras 6 and 7 of the Committee's Report.

3. Of the two proposals to either join the present terminus at Doogooraz putnam with the northern Trunk Road No. 6 by a cross fair weather road to Roodrapolliem 17 Miles in length; or else, to prolong the line of navigation till it strikes the river Soornamookee in order to the navigation of that stream as far as tide water and thence to establish a cross road in junction with the Trunk, probably at or near Nojelly, the latter would clearly seem entitled to the preference, were it for no other reason than that the extension of the Doogooraz putnam canal to the Soornamoo-kee would be so much work done, towards opening the communication with Kistnaputnam.

4. But the Chief Engineer cannot but respectfully submit that with the authorization of the Honorable Court to complete the coast canal as far as the latter town, at an expense in round numbers of Rupees 12,000 already com-municated, and now only in abeyance for economical reasons, that would in principle apply as much to the cost of effecting a junction with the high northern road, it surely would be unwise

to

to fritter away the funds at disposal by con-structing either of two roads which would cease to fulfil their purpose immediately that by the abatement of the present pecuniary restric-tions, the prosecution of the coast canal to Kist-naputnam could be resumed.

5. That section of the canal is free from all unusual difficulties, there are no works of masonry to interfere with the rapid progress of the undertaking and it seems probable that with a command of money the excavations necessary for a water communication between Doogooraz putnam and Kistnaputnam could be perfected within the time that would be ne-cessary to make a cross road either to Roo-drapolliem to the south, or to Nojelly to the north of the river Soornamookee on the Trunk Road No. 6.

6. It cannot fail to be observed that connected with Nellore as Kistnaput-nam now is, by a direct road fully bridged and metalled, practicable for cart traffic at all seasons, there is every reason to believe that an erroneous trade will be established both from the Nellore and Cuddapah districts, the moment that a navigable canal is open to the Presidency town from Kistnaputnam, so much so indeed that were it considered a

permanent

permanent terminus, the line would at all times be fully occupied without the aid of the further contributions to be expected as the Canal extends its course to the northward, whether as coast line through or to Nizampatam as first intended, or as a freshwater internal canal as has since been projected.

7. All that has been so forcibly stated by the Committee in favor of the relief and accommodation of water communications applies most strongly to the prosecution of the northern canal so as to keep the Cuddapah and Nellore trade at Kistnaputnam and the Chief Engineer is desirous to earnestly recommend the completion of this line to the favorable consideration of Government, as being without comparison the most important local improvement that can be effected and secured at so small a total expenditure as Rupees 1,40,000 less amount already spent in preliminary operations during the currency of the sanction.

8. Resolved to solicit the orders of Government as to the various other recommendations of the Madras Navigation & Canal Committee, and also to forward a copy for the information and guidance of the Superintendent

5

Superintendent Eastern Coast Canal with instructions to regulate his own future proceedings by the principles enunciated by the Committee.

(True Extract)

A. Frater Colonel

Chief Engineer

To

The Secretary to Government
Public Works Department.

Public Works Dept.

No 166.

Extract from the Minutes of Consultation

Under date the 29th January 1858.

Read the

following Extract from

the Proceedings of the

Chief Engineer.

Here enter 21st Nov. 1857

No 5406

4

Para. 1. In his letter

of the 15th April 1857,

Lieutenant Sankey, late

Superintendent of the

Eastern Coast Canals,

advocated the excavation

of a new Canal, and

the rejection of the existing

line

Public Works 1858 Jany 29 No 166

Extract from the Proceedings

of the Chief Engineer

to

the Secy to Govt M.P.

Dated 21st November 1857

Read 29th January 1858

No 2321.

Public Works 1858 Feby 13 No 2321

Conclusion Rate No 5406.

Cons. Nos 166. 29 Jany

Calcutta with the Papers

Extract from the Proceedings

of the Chief Engineer

to the Secy to Govt M.P.

dated 21st November 1857

No 44.

C13 "Cluny Road"

line between Madras and Pulicat. The Chief Engineer and the Superintending Engineer Central Division denied the soundings of Lieutenant Sankey's views, and the matter was finally referred by Govt to a Committee of Officers for report.

2. The Chief Engineer now submits a communication from the Committee on the subject, and observes that the Committee confine their report more to the practical improvement of the two water communications north and south of the Presidency, than to an exposition of Lieutt Sankey's views, but it appears to Government that the present letter from the Committee does not propose to be their report on the general question submitted to them, but to be addressed to one particular point only of more immediate importance, the general report being left, until leisure from Professional engagements

engagement, shall enable
the members of the
Committee personally
to examine the canal.

3. The Committee
remark generally
that they consider
the present Canal
sufficient for its intended
object, viz: the provision
of cheap transit, and
they think that any
proposition for re-
-forming and recon
-structing the Canal
at considerable expense
for the purpose of
further reducing the
cost of transit, in the
manner suggested
by Lieutenant Sankey,
would
would be a mistake,
and opposed to sound
principle. They urge
that every thing should
be done to extend the Canal,
But it is obviously of
far more importance
to reduce the cost
of transit from 2 dr.
minus a ton to 3 pice, over
a more extended line,
than to lower it from
3 pice to 2 pice over
the line already exca-
-vated. The
points to which they
more particularly
address their atten-
-tion in the present
report are the mouth
of approaches to
the

the Canal communicating with the interior of the Country, and of landing places in Madras.

4 In regard to the former, the Committee suggest the formation of a practicable Candy track from the present terminus at Doogoo-rungapatam, 17 miles, to Roodra pollium on the great northern road, or the extension of the Canal to the ~~great Northern road, or the extension of the Canal to the~~ Loorna-mucky river, about 5 miles from the present terminus

terminus, and the formation of a road from the Reach of tide water in that river to the above points in the main road, a distance of 10 or 15 miles. As respects the latter point, the Committee recommend the provision of landing places in different parts of Madras, in order that, with some effort on the part of the Superintendent, and with the aid of the different Superintendents of works, who should have their

their materials brought by water to whatever landing place may be nearest to the work they may be employed upon, traffic might be encouraged to take advantage of the water communication with the Coleroon. Measures similar to the above have also been proposed with respect to the Southern Canal.

5. The Chief Engineer does not coincide in the views expressed by the Committee, as to the means to be taken for connecting the terminus at Dooguraunjapatam with the Trunk Road. He refers to the authority given by the Honorable Court to complete the Canal communication to Krishnapatam, and thinks that, when more propitious times permit this work to be proceeded with, its completion will more effectually, and with greater advantage, meet the objects contemplated by the Committee, and tap the Trade of the Nellore and Cuddapah Districts. Colonel Taber remarks that the same

same economical reasons which temporarily prevent the extension of the Canal, would act equally in prevention of expenditure on the road proposed by the Committee, and he considers that, whenever restriction on expenditure is withdrawn, money will be more profitably laid out in extending the Canal to Kistnapatam, which is already connected with Nellore by a bridged and metalled road, than in connecting its present terminus on the Soonamuckey River with Trunk Road No 6.

He Govt take the same view of the subject as the Chief Engineer, and they will be happy to sanction the extension of the Canal to Kistnapatam, already sanctioned by the Home authorities, as soon as expenditure for the purpose can be incurred.

5 The remaining recommendations of the Committee on which the Chief Engineer solicits orders are—No establishment of

of landing places in
different parts of Madras,
with the view of bring-
-ing the Coorum into
use for purposes of
traffic; the connection
of the Southern Canal
with the Coorum at its
northern, and with the
Palaur at its Southern
end, the construction of a
road from near its Southern end
to the great Southern
Road, and its extension
4 miles to the Palaur,
with a practicable
road from the head
of this water in that
river to Madraundu-
-cum. The Govt con-
-sider these proposals
of great importance,
and would wish that
they

they should receive
the attention of the
Engineer Dept. They
request that Colonel
Faber will have
estimates prepared,
shewing the cost to be
incurred in carrying
out these several
propositions, and
submit them to Govt.
accompanied by
sketches in elucidation
of the subject. It is
obvious that the
Canal can serve
no practical purpose
of exciting traffic
from the interior to
Madras, when no
means are afforded
by

by which traffic from the interior can reach it at its present terminus is unconnected with a river or a road and can be reached by no one whereas, if a road connected it with the Southern trunk line, not only would the traffic in that line be directed to the Canal, but the low cost of water when compared with land carriage, would lead to the Canal all goods intended for Madras even from to the most remote of

of the Trunk Road, as it would be worth the traders while to go a longer distance, if only a proportion of the distance were saved by cheap water communication.

[illegible] to the Chief Engr. Cuddapah
Returned with an Enc: 23-2-58.

Public Works 1858 Dock &
Pt to Cons. 2d February.

No. 166.

Extract Mins of Cons.
Dated 29th Jany 58.

From the Officer in charge of the Central
Office of P.W. 13th April 58 & 30th &
4 May
From Chief Engr 25th March 59
& No 705 in Cons

Requesting the Chief Engineer
to submit Estimates shewing the cost
to be incurred in carrying out certain
recommendations regarding the state of
Cockburn Canal, and the proposed
new cut accompanied by Sketches, in
elucidation of the subject.

No 44. & 45

C13 Colony Rec