

1. Number of ...
2. Date of receipt ...
3. Initial of ...

M.R.O. 1-80,000-16-10-23

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cons. 212.58

G.O. No. 166

Press
Mis.

46.45

Dated 29/1/1938

1938

Not to be folded or roughly handled

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 Tankey both in
regard to the state of Cochrane's
Canal and the proposed new cut.

(H.C. dated - received 17th Nov^r 1857. N^o -)

Resolved (with reference to the orders
contained in Extract Minutes of Consultation
N^o 1560 of the 11th August last) to place before Govern.

Enclosure -
Original letter
from the Madras
Navigation Canal
Committee

ment the Report of the Madras Navigation
Canal Committee on the letter dated 15th April
1857 N^o 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 Tankey's views in regard
to navigable canals on the Madras Eastern Coast
generally, as more specifically instructed.

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

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

3. Of the two proposals to either join the present terminus at Dooovorazputnam with the northern Trunk Road N^o 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 Soornamoorsee 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 Hojelly, the latter would clearly seem entitled to the preference, were it for no other reason ^{than} that the extension of the Dooovorazputnam canal to the Soornamoorsee 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 1,20,000 already communicated, 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 constructing either of two roads which would cease to fulfil their purpose immediately that by the abatement of the present pecuniary restrictions, the prosecution of the coast canal to Kistnaputnam 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 Dooovorazputnam and Kistnaputnam could be perfected within the time that would be necessary to make a cross road either to Roodrapolliem to the south, or to Hojelly to the north of the river Soornamoorsee on the Trunk Road N^o 6.

6. It cannot fail to be observed that connected with Kellore as Kistnaputnam 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 Kellore 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 Buddapah and Nellore trade at Nizamputram 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 and Canal Committee, and also to forward a copy for the information and guidance of the Superintendent

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

(True Extract)

Wm. Fisher 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.

There entered 21st Nov^r 1857
No. 54061

Para. 1. In his letter
of the 15th April 1857,
Lieutenant Samsky, late
Superintendent of the
Eastern Coast Canal,
advocated the excavation
of a new Canal, and
the rejection of the existing
line

At
of
M

11 August 57. 579192

Public Works Dept.
No. 6 Cons 27th February 1858.
No. 2321.

Extract from the Proceedings
of the Chief Engineer
to
the Eng & Wood Act.

Act 21st November 1857.
No. 2463.

1st Consul Dec^r No. 57106.

See No. 166. 29th January 1858.

Subsiding with the sea

to 2nd M. 1858 of the 11th Regt

the Regt of the 1st Marine

Marine Regt and furnished

information on the river at

forth by dispatching the

1858. 31st found both in regard

to the state of the river and

to the prospects now exist with

No. 44.

13th Aug 1857.

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

2. The Chief
Engineer now submit
a communication
from the Committee
on the subject, and
observes that the
Committee confine their
report more to the
practical improvement
of

of the two water
communications north
and south of the
Presidency, than to
an exposition of
Lieut Sankar'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 sub-
mitted to them, but
to be addressed to
one particular point
only of more imme-
diate 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 inter-
object, viz: the promise
of cheap transit, and
they think that any
proposition for re-
forming and recon-
structing the Canal
at considerable expre
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
principles. They urge
that every thing should
be done to extend ^{the Canal} and
But it is obviously of
far more importance
to reduce the cost
of transit from 2 An.
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 want
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 landy
tract from the present
terminus at Poo-goo-
rangapatnam, 17 miles,
to Goodra-pollum
on the great northern
road, or the extension
of the Canal to the
~~great northern road, or~~
~~the extension of the~~
~~Canal to the Soorna-~~
mucky river, about
5 miles from the present
terminus

terminus, and then
the formation of a
road from the Reach
of tide water in that
river to the above
point in the main
road, a distance of
10 or 15 miles. As
respects the latter
point, the Committee
recommended the provi-
sion 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 Super-
intendents 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 ad-
-vantage of the water
communication with
the Coorn. Measures
similar to the above,
have also been proposed
with respect to the
Southern Canal.

5. The Chief En-
-gineer does not coincide
in the views expressed
by the Committee as
to the means to be
taken for connecting
the terminus at

Doogarungepatam

Doogarungepatam with
the Trunk Road. He
refers to the authority
given by the Honorable
Council 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 object con-
-templated by the
Committee, and tap
the Trade of the Koller
and Cuddapah Dis-
-tricts. Colonel Taber
remarks that the
same

same economic reasons
which temporarily pre-
vent the extension of
the Canal, would act
equally in prevention
of expenditure on the
road proposed by the
Committee, and he
considers that, when-
ever restriction on
expenditure is with-
drawn, money will
be more profitably
laid out in extending
the Canal ^{to Kistnapatam,} which is
already connected with
Mallore by a bridged
and metalled road,
as ~~as~~ than
in connecting its pre-
sent terminus on
the

the Goornamuckly river
with Trunk Road No. 6.
The 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 Kish-
napatam, already
sanctioned by the
Home authorities, as
soon as expenditure
for the purpose can
be incurred.

The remaining
recommendations of
the Committee on
which the Chief En-
gineer solicits orders,
are the establishment

4

of landing places in
different parts of Madras,
with the view of bring-
ing the Coorn into
use for purposes of
traffic; the connection
of the Southern Canal
with the Coorn at its
northern, and with the
Palam 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 Palam,
with a practicable
road from the head
of tide water in that
river to Madras.
The Govt. con-
sider these proposals
of great importance,
and would wish that
they

they should receive
the attention of the
Engineers Dep^y. They
request that Colonel
Faber will have
estimates prepared,
showing 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 assisting traffic
from the interior to
Madras, when no
means are afforded
by

by which traffic from
the interior can reach
it its present terminus
is disconnected
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 westward
of

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

BZ

Copy to the Chief Engr. Disb: 30v
Returned with an Enc: 23-2-58.

Public Works 1858 Del'd
to Cons. 2^d February.

No. 166.

Extract Mins of Cons.
Dated 29th Jan'y/58.

From the officer in charge of the Central
Office of P.W. 13th April/58 H. 3000-10
H. 1111

From Chicago 9th March/59
C. 705 in case

Requesting the Chief Engineer
to submit estimates showing the cost
to be incurred in carrying out certain
improvements regarding the state of
Cochrane's Canal, and the proposed
new cut accompanied by sketches in
elucidation of the subject.

N^o 44-V45

13th July 1858