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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.*Despatches to England*

Desp G.O. No.	10	Press Mis.
Dated	6-5-	1859.

Not to be folded or roughly handled

PUBLIC WORKS DEPARTMENT.

PUBLIC.

No. 10 of 1859.

TO

THE RIGHT HONORABLE LORD STANLEY,
SECRETARY OF STATE FOR INDIA.

MY LORD,

Para. 1. We have the honor to bring under your notice the following circumstances, a line of Canal Navigation has been open for some years from Cocanada to Dowlaishwarum a distance of 58 miles with a branch extending to Samulcotta, 30 miles; and this Canal carries a traffic of about 1,80,000 tons yearly. In the same way the Southern High level Channel from Dowlaishwarum is open to Dendaloor near Ellore 53 miles, and this also carries a considerable traffic. Thus there is a total of 141 miles of good Canal Navigation on this line in connection with the Godavery.

2. On the other hand, the Southern High level Channel of the Kistnah Annicut is open to near Guntoor 14 miles, and the Northern High level Channel is completed to within twenty miles of Ellore, and had been partially executed for eight miles further until stopped by the restrictive orders of the Government of India in 1857. Thus it will be seen, that with the exception of twenty miles, there is a first class Canal Navigation all the way from Guntoor to Coringa and to Samulcottah, a total distance of 163 miles.

3. The completion of the intervening twenty miles is therefore of great importance; far greater than that of a much longer Navigation under ordinary circumstances; and this importance is increased by the fact that good and rapid means of communication between Coringa and Bez-wada are much required for the passage of Troops and Military Stores to Hyderabad; because the present road from Bezwada to Masulipatam, the nearest Sea Port and that now used for the purpose, is exceedingly bad and incapable of improvement except at an enormous cost; and because the Port of Masulipatam itself is far inferior in safety and commodiousness to that of Coringa.

4. These considerations led us some short time since to address the Government of India and to press upon that authority the necessity for the immediate execution of the unfinished portion of the Canal, under the Estimate already sanctioned of which there is a sum of Rupees 1,89,982 remaining unexpended; but the Government of India declined compliance with our application on the ground of the present financial pressure, as your Lordship will observe

Cons. 8th February 1859, Nos. 7-8.
Dy. 29th April „ „ 24-25.

from the correspondence recorded in the Consultations noted in the margin. We are however now in a condition to undertake the work without imposing any additional burden on the finances as we proceed to shew.

5. From the accompanying correspondence your Lordship will observe that for the reasons therein given, we have resolved to abandon the project of constructing a timber bridge across the Kistnah at Bezwada on the top of the Annicut, which had been sanctioned by the Government of India at an estimated cost of two lacks of Rupees. Of this sanction Rupees 1,51,760 had been expended when the work was arrested under the orders of 1857; but most of this sum was invested in timber purchased for the work and in store, and only a very limited part of the Bridge had been actually put up. We have directed the part put up to be removed, and the material of that portion as well as the timber in store to be sold. The amount thus recovered will probably amount to a lack and twenty thousand Rupees.

6. In our separate letter of the 3^d Instant we have informed your Lordship of the change we have resolved to make in the works on the Sea Face of Fort Saint George, by which we hope to effect a clear saving of Rupees 2,80,000.

7. Thus these two large sums being available out of sanctions already granted by the Government of India, we were of opinion that a part of the amount might properly be devoted to the completion of the Canal described in the former part of this letter, a work second in importance to none of equal cost throughout the country. We have determined therefore to undertake the work without delay and have issued instructions for its prosecution with all practicable expedition, so that the entire line of Canal from Guntoor to Coringa may be in operation at the earliest possible time. We trust that the proceedings now reported will receive your Lordship's approbation.

FORT SAINT GEORGE, }
6th May 1859. }

We have the honor to be,
My Lord,
Your Lordship's most obedient
humble Servants,

Edw. Wm. Thomas.

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is completed to within 1000
miles of the sea and

FORT SAINT GEORGE,
PUBLIC WORKS DEPARTMENT.

Letter to the Right Honorable
the Secretary of State for India,
Dated 6th May,
No. 10 of 1859.

Informing that under circumstances represented this
Government have issued instructions for the comple-
tion of the unfinished portion of the entire line of
Canal from Guntoor to Coringa and requesting the
approval of the same.

No. 10 of 1859.

P.W.D.
To the Rt Hon: Lord Stanley
Secy of State for India

My Lord,
I have the honor
to acknowledge your letter
of the 10th inst. in relation to
the line of Canal navigation
has been open for some years
from Coarada to Dowlahpore
- run a distance of 58 miles
with a branch extending to
Samulshah 30 miles. ~~Let~~
this Canal carries a traffic
of about 1,80,000 tons per year. In
the same way the Southern
High level Channel from Dow-
lahpore is open to Ben-
daloor near Ellore 53 miles
This also carries a consider-
able traffic. Thus there is
a total of 141 miles of good
Canal navigation on this
line in connection with
the Godavari

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2. On the other hand
the Southern high level
Channel of the Krishna
River is open to Ben-
galoor 14 miles & the
Southern High level Channel
is completed to within seven
miles of Ellore, and

had been partially executed
for eight miles further until
stopped by the restrictions
order of the Gov of India
in 1857. That it can be
seen, that with the ex-
ception of twenty miles
there is a first class
canal navigation all the
way from Sumbur to Coringa
& to Samul, a total
distance of 163 miles.

3 The completion of the
intervening twenty miles is
therefore of great importance,
far greater than that of a much
longer navigation under ordinary
circumstances. And this importance
is increased by the fact that
good and rapid means of com-
munication between Coringa and
Bezwada are much required for
the passage of troops and military
stores to Hyderabad, because
the present road from Bezwada
to Masulipatam, the nearest
sea port and that now used
for the purpose, is exceedingly
bad and incapable of improvement
except

Cor: 8 July 1889 ch 7.8.
Dy 29 April 1890. 24.25.

except at an enormous cost,
and because the Port of Masulipatam itself is far inferior in
safety and commodiousness
to that of Coringa.

4 These considerations
led us some short time since
to address the Government
of India and to press upon
that authority the necessity for
the immediate execution of
the unfinished portion of the
Canal, under the Estimate
already sanctioned of which
there is a sum of Rupees 1,59,982
remaining unexpended; but
the Government of India have
declined compliance with our
application on the ground of the
present financial pressure,
as your Lordship will observe
from the correspondence recorded
in the Consultations noted in
the Margin. We are however
now in a condition to undertake
the work without imposing
any additional burden on
the finances as we proceed
to

to
presently show.

5 From the accompanying Correspondence your Lordship will observe that for the reasons therein given, we have resolved to abandon the project of constructing a timber bridge across the Kistnah at Bez-wadah on the top of the ancient, which had been sanctioned by the Government of India at an estimated cost of two lacks of Rupees. Of this sanction Rupees 151,769 had been expended when the work was arrested under the orders of 1857; but most of this sum was invested in timber purchased for the work and in store, and only a very limited part of the bridge had been actually put up. We have directed the part put up to be removed, and the material of that portion as well as the timber in store to be sold. The amount
thus

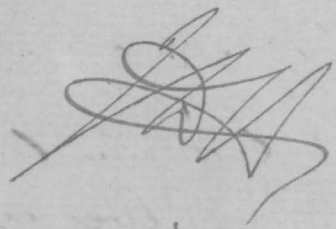
(From Chief Secy to Govt of India)
S. W. & Co. 6th May 1868
No 37/BHO

9th probably
thus recovered will amount to ~~about~~
~~about~~ amount to ~~about~~
a lack and twenty thousand Rupees.

6 In our separate letter of the 3^d Instant we have informed your Lordship of the change we have resolved to make in the works on the sea face of Fort St. George, which we hope to effect a clear saving of Rupees 28,000.

7 Thus ^{these} two large sums being ~~then~~ available out of sanctions already granted by the Govt. of India, ~~and being~~ ^{we were} of opinion that a part of the amount might properly be devoted to the completion of the Canal described in the former part of this letter,
a

a work second in import-
-ance to none of equal cost
throughout the country. We
have ~~resolved~~ ^{determined therefore} to undertake
the work without delay
and have accordingly issued
instructions for its prosecution with
all practicable expedition,
so that the entire line of
canal from Quintero to
Corruco ^{wary} might be in opera-
tion at the earliest pos-
sible time. We trust
that the proceedings now
reported will receive your
Lordship's approbation.



Fort St. George
6th May 1859.

19-2-70

The Hon. Secy.
P. W. D.
Residence of the Secy.
No 10

Letter to the Right Honble
The Secretary of State for
India.

Dated 6th May 1859.

Orig. { *For Steamers*
Dup. { *7th May.*

Expo. *For Steamers* *21st May*

Informing that under
circumstances represented that
Government have issued in-
structions for the completion of
the unfinished portion of the
entire line of Canal from
Guntur to Boringa and request-
ing the approval of the same.

Copy to the Government of India
of 9th May 1859 No 1102 with Encl.

24 May 1859