M.R.O. 1—77,006—8-6-51.

(1) Number of pages 36.

(2) Date of repair 29.5.58.

(3) Initials of the Reforencer

MADRAS RECORD OFFICE.

Government of Madras.

(9) Judicial (Jails) DEPARTMENT.

G.O. No. 57 Press
Mis.
5355
Dated 7—7— 1858.

Not to be folded or roughly handled

Read the following papers.

No. 53. Extract Minutes Consultation in the Financial Railway Department, dated 26th November 1858, No. 645.

Communicating an Extract from a Despatch from the Home Government expressing their concurrence in the views of this Government in favor of the plan for carrying out the contemplated Inland water communication between Cochin and Beypoor. (Vide Financial Railway Consultation, 30th November 1858, No. 12.)

No. 54. Letter from Lieutenant-Colonel E. LAWFORD, Officiating Chief Engineer; to W. H. BAYLEY, Esq., Acting Secretary to Government, dated 29th November 1858, No. 5854.

SIR,

With reference to the orders of Government, contained in Extract from the Minutes of Consultation under date the 5th June 1858, Nos. 1072 and 403 and 2125, of the 20th July, and 12th October 1858, I have the honor to forward a Survey and Estimate amounting to Rupees (3,50,000) three lacs and fifty thousand, at the rate of about 3,430 Rupees per mile, including Masonry Works, for widening Canal from Cochin to Ponany, and widening and improving the old Canal between Ponany and Beypoor.

1 copy of letter No. 233 dated 4th November 1858, from the District Engineer Malabar.
4 Survey and Levels.
1 Abstract Estimate.

2. The District Engineer has not had sufficient time or opportunity to make a detailed estimate for Masonry Works, but the levels that have been taken throughout the line, and the Estimate prepared therefrom, may be considered as correct.

3. As suggested by Lieutenant Colonel Cotton, in his report to the Chief Engineer of the 2nd October 1855*, Captain Bean proposes to carry a direct line from Pooraparumba to the Kadalhoondy river, as the line of Coast Canal, merely an extension indeed of the existing water communication between Cotay and Tanoor.

* Submitted to Government 4th December 1855, in list No. 3288, Report. D., D.

4. For improving the existing line, Rupees 19,920 were allowed in the Budget for 1858-59,* providing for the construction of a Head Sluice in the Malliapooram river, the improvement of the Canal and Channel from the Sluice to the Pooraparumba Sluice, and the construction of a Lock near the latter work.

* Statement No. 2. Item No. 586.

5. In the direct line a cutting of between 4 and 5 yards in depth will have to be made for a distance of 7 miles to the Kadalhoondy river; in the other, the present Pooraparumba Channel must be deepened and widened, the course through the Vengally Lake to the Teroovangady river straightened; and the Navigation from this point down the Malliapooram river to the Kadalhoondy river mouth improved, being above a distance of 14 miles and extremely tortuous, another Lock would eventually have to be built near the Head Sluice, as the floods in those rivers are very high, there can be no question therefore that the Coast line is the proper direction for a Canal the nature of the country being very favorable, and possessing an immense advantage over the other more tortuous line.

6. A moderate breadth of 12 yards only has been allowed, for fear of increasing the amount of the Estimate, if the Traffic should require it, there will be no difficulty then in giving it an increased breadth, the depth, viz., 3 feet below low water also allowed, is ample for Boats of light draught.

7. Between the Beypoor and Kadalhoondy rivers, an Item has been inserted for deepening the present Back-water for about 3 miles in length, but if considered advisable, a new cut for a Canal can be made crossing the Railway near the Beypoor Terminus, for about the same amount. Between Ponany and Cochin, the Canal at present as far as Chetwai, requires widening and deepening beyond Chetwai there is a Back-water where at Editirooty there is some impediment, and a new cut is to be made on an Estimate of Rupees 1,470, entered in the Budget No. 605, for 1858-59,* which will be a great improvement to the navigation, a few places only in the Back-water where shallow at low water will then require deepening.

* Statement No. 2.

8. The whole distance of Canal from Beypoor to Cochin will then be as follows.

Beypoor to the Kadalhoondy river.....	.....	3 Miles.
Kadalhoondy to Pooraparumba „	.....	8 „
Pooraparumba to Ponany „	.....	18 „
Ponany to Chetwai „	.....	23 „
Chetwai to Cochin „	.....	50 „
	Total	102 „

9. In conclusion, I must beg particularly to point out that the accompanying Estimate does not provide for Steam Navigation, but merely for that of the Country Boats at present in use on that Coast. Should it be considered advisable to allow a sufficient breadth for the Navigation of Steam Tugs of light draught, the Estimate would amount to six lacs or about 6,000 Rupees per mile, over the entire distance.

Letter from Lieutenant J. BEAN, District Engineer, Malabar; to Lieutenant-Colonel E. LAWFORD, Officiating Chief Engineer, dated Calicut, 4th November 1858, No. 233.

SIR,

Superintending Engineer's letter, No. 1401, of 25th June 1858.
Extract of Minutes of Consultation, No. 1072, of 5th June 1858.
Extract of Proceedings of Chief Engineer, No. 4556, dated 15th October 1858.
Extract of Minutes of Consultation, Nos. 403 and 2125 dated 20th July and 12th October 1858.

With reference to the orders as per margin, I have the honor to enclose Plans and general Estimate for the proposed navigation from Cochin to Beypoor, the latter amounting to Rupees 2,00,000 for the portion of the Canal from Ponany to Beypoor. A section of the levels taken likewise along the proposed line of new cutting from Pooraparamba to Kadalhoondy is enclosed for your information.

2. I have had no time or opportunity to make a detailed estimate of Masonry works, but levels have been taken throughout the line, and the general estimate which I enclose may be considered as correct, and will, with the amount* computed for the portion between Ponany and Cochin make a total estimate for the whole line between Beypoor and Cochin of Rupees 3,41,227.† In my estimate, as will be seen by a reference to the survey, I propose to carry a line of Canal from Pooraparamba to the Kadalhoondy river, as this is the direct line of Canal, and will be merely an extension of the existing water communication between Cootay near Ponany and Tanoor.

* Rupees 1,50 000.

† Or Rupees 3,50,000 including sundries

3. In the Budget of 1858-59, a sum of Rupees 19,920 is entered for improving the existing line, and is referred to in para. 2 of Extract of Minutes of Consultation, No. 1072, dated 5th June last, this amount being the estimated cost of a Head Sluice in the Malliapoorem river, the improvement of the Canal and Channel from this Sluice to the Pooraparamba Sluice and the construction of a Lock near this latter work.

4. I propose to abandon this line altogether for a Coast Canal which is the direction that such a communication should take, the nature of the country being eminently favorable for such a Canal and the distance being shortened for very many miles. It will also be seen from Lieutenant-Colonel F. Cotton's report to the Chief Engineer, dated 2nd October 1855, that when he proposed the preparation of the estimates above alluded to, he always had in view the ultimate abandonment of the Canal by the Venjally Lake for a direct Coast line.

5. In one case, a cutting some four or five yards in depth will have to be made for a distance of 7 miles to the Kadalhoondy river, in the other the present Pooraparamba Canal must be deepened and widened, the course through the lake to the Teroovangady river straightened, and the navigation from this point down the Malliapoorem river to the Kadalhoondy mouth improved, which alone is a distance of 14 miles and extremely tortuous in its direction. The floods also in these rivers are very high and as Colonel Cotton observes another Lock would have eventually to be built near the Head Sluice.

6. There is no question therefore that the Coast line is the proper direction for a Canal and possesses an immense advantage over the line just described.

7. In my estimate I have only allowed for a Canal of moderate breadth, as I did not wish to increase the estimate, but if the traffic admits of it, there will be no difficulty in widening it hereafter. The depth allows of three feet water at low tide which is sufficient for boats of light draught.

8. In the portion between Kadalhoondy and Beypoor rivers I have allowed for deepening the present Backwater which is about 3 miles in length but for about the same amount a new cut for a Canal can be made crossing the Railway near the Beypoor Terminus.

9. As regards the existing water communication between Ponany and Cochin, there is a Canal, as far as Chetwai, which merely requires widening and deepening, beyond Chetwai there exists a fine Backwater, in which the chief impediment to traffic exists at Editirooty where a new cut is to be made on an Estimate of Rupees 1,470 entered as No. 605, in Budget 1858-59. This cut will be a great improvement to the navigation and it will only be necessary further to deepen, in a few places, the Backwater about 10 miles from Cochin where I have found some shallow places at low water.

10. The distance of Canal from Baypoor to Cochin will be as follows:

Beypoor to Kadalhoondy river.....	3	Miles.
Kadalhoondy to Pooraparamba.....	8	„
Pooraparamba to Ponany.....	18	„
Ponany to Chetwai.....	23	„
Chetwai to Cochin.....	50	„
Total	102	Miles

No. 55. ORDER THEREON, No. 57; dated 7th January 1859.

Para. 1. The two papers recorded above refer to the improvement of the Inland water communication between Beypoor and Cochin.

2. Of the two modes of connecting the places just mentioned, whether by Rail or water, a question which was under the consideration of Government for some time past, it was resolved on the 7th May 1858, that the latter should be adopted, and that every effort should be made to perfect the water communication; and in Extract Minutes Consultation 5th June 1858, No. 1072, the Chief Engineer was requested, with reference to the important aspect the matter had assumed and the probability of the Home authorities soon communicating their instructions on it, to submit a complete view of the whole scheme, shewing the past expenditure, the amount calculated for the works sanctioned but placed under suspension, and the amount yet required for opening the communication between the two places.

3. The Dispatch communicated with the first of the papers above recorded intimates that the Home authorities have adopted the recommendation of this Government in favor of the plan for carrying out the Inland water communication. The second paper is the report of the Officiating Chief Engineer on the requisition of the 5th June 1858, No. 1072 mentioned in the preceding paragraph. With this report the Officiating Chief Engineer submits a survey and estimate amounting to 3½ lacs of Rupees for widening the Canal from Cochin to Ponany, and widening and improving the old Canal between Ponany and Beypoor. The District Engineer has not, it is represented, had sufficient time or opportunity to make a detailed estimate for masonry works, but levels have been taken throughout the lines which has enabled the preparation of the present estimate. It is observed however that the first entry in the estimate for "widening the Canal from Cochin to Ponany," is set down at Rupees 1,50,000, and the absence of any measurements or other data on which the amount has been calculated, would seem to indicate that this part of the estimate, like the item* for sundries and extra Establishment, is at the best a rough guess.

	Rs.
Widening Canal from Cochin to Ponany... ...	1,50,000
Widening Canal from Pooraparamba to kadalhondy	1,00,885
Deepening and widening the present Canal from Pooraparamba to Cootal	99,115
	3,50,000

* Sundries and Extra Establishment @ 15 ₰ cent. Rupees 26,157.

4. The mode in which the communication between the two places is to be opened under the estimate framed for that purpose, is explained in paras. 3 to 5. The Canal is to be taken along the Coast, a breadth of 12 yards is to be given to it, and a depth of 3 feet below low water is considered ample for Boats of light draught, and the whole distance of Canal between Beypoor and Cochin according to the line proposed to be taken will be 102 miles. It is explained that this estimate does not provide for Steam navigation but merely for the navigation of the Boats at present in use in that part of the country. For Steam Tugs of light draught, a greater breadth will be necessary, and the estimate would amount the Officiating Chief Engineer believes, to six lacs of Rupees, or at the rate of 6,000 Rupees a mile.

5. No provision has been made for superintendence in the estimate for 3½ lacs now submitted; nor, with reference to the present crippled state of the Public Works Department, has it been explained under what arrangements the work, if sanctioned, would be carried out, what period its completion would occupy, or what the annual expenditure would be on that account. Regard being had to these circumstances, it would seem desirable to have in the first instance a decision on the question as to whether the Canal should be opened for Steam navigation at a cost of six lacs of Rupees, or whether for the ordinary boat navigation at an expenditure of 3½ lacs; and if sanction be granted at the same time for proceeding with the work on either estimate, a special Officer might be appointed to the duty of carrying it out to completion. The project should, from the magnitude of the outlay involved in it, be treated as exceptional to the ordinary range of works; and should be placed, as was done formerly in the case of the East Coast Canal under the exclusive control and direction of one individual Officer, who will prepare his own estimates on reliable data for the portions of work capable of being executed in each year, and arrange for their supervision and for working them out within the periods for which those estimates have been framed. By some systematic arrangement of this kind it is to be hoped that the work might in the course of few years be brought to a satisfactory conclusion.

6. With these remarks the Officiating Chief Engineer's letter with the correspondence and papers accompanying it will be forwarded to the Financial Railway Department, in view to further orders being taken as to the course proper to be adopted on the matter.

(Signed) J. D. BOURDILLON,
Secretary to Government.

FINANCIAL RAILWAY DEPARTMENT.

No. 645.

Extract from the Minutes of Consultation under date the 26th November 1858.

Extract from a Despatch from the Right Honorable the Secretary of State for India, dated 13th October No. 5 of 1858.

Letter from, No. 11, *dated* 15*th June* 1858.

Transmit correspondence which has passed in consequence of the Chamber of Commerce at Cochin having recommended the construction of a Railway between that place and some point on the Beypore line.

4. Two plans for the connection of Cochin and Beypore have been proposed. One is by means of a Railway; the other by the improvement of the Inland water communication between the two places.

5. The former is recommended by the Cochin Chamber of Commerce, and by adopting the suggestion of constructing a branch line from the present Railway at a point near the Ponany Bridge, the length of new Railway would be reduced from 92 miles, the distance between the Ports along the Coast, to 52 miles, the cost of which, at Rupees 60,000 a mile, would amount to Rupees 31,20,000. The latter plan, it is estimated, can be accomplished for Rupees 3,00,000.

6. Under these circumstances and presuming that you concur in the opinions which were expressed at the time Beypore was selected as the Western Terminus of the Railway, with regard to the improvements of which the Harbour at that place is capable, I do not hesitate to adopt your recommendation in favor of the plan for carrying out the contemplated Inland water communication for effecting the object in view, a portion of which scheme has already been sanctioned and commenced upon, but held over in consequence of the suspension of most Public Works.

---

3. Paras: 4 @ 6, will be communicated to the Department of Public Works, and also to the Cochin Chamber of Commerce, with reference to Extract Minutes of Consultation, dated 7th May last, No. 238.

(True Extracts.)

Acting Secretary to Government

To the Public Works Department.
„ Cochin Chamber of Commerce.

Exd. J. A. Wilson.

P.W. Circ. 8th June/58 No 54-55

46-11-141

Public Works 18th S. Dept.
Toronto 11th January 59.
No 2887.

Exr. Mins. Consin. the
Financial Railway Dept.
Dated 26th
Received 29 Jhon/58
No 645.

S.E. No 57. 7th January 59

Communicating
an Extract from a Des-
patch from the Home
Govt respecting their
Concurrence in the
views of the Govt
in favor of the Plan
for carrying out the
contemplated Inland
Route to Communi-
cate with Hudsons Bay
and Straits.

No 53.

C18 Dec. 1823

a detail Estimate for the whole line between Bay-boar and Cachin of Pun-
=jaree 34 1/2 27 — Penang Estimate, as
will be seen by reference to the Survey
& Engineers to carry a line of Canal from
Perapparamba to the Padalchoondy
River, as this is the most direct line upon
Canal, and will be merely an Extension
of the Existing water communication
between Cadayneau Pana yy and Tanoor.

3. On the Estimate of 1858/59,
a Sum of Rupees 11920 is entered for
widening the existing line, and is
intended to include a part of
Mamitte of Canal No 1 — to 10 72 miles
Padalchoondy River the improve-
ment of the Canal and Channel from
this place to the Perapparamba line
and the construction of a Lock near
this latter mark.

4. Objections to abandon-
ing this line altogether for a new Canal
which is the direction that such a com-
munication should take from the nature
of the country being eminently favorable
for such a Canal and the distance
being shortened for very many miles.

It

sanctioned as per Estimate for Budget 1858/59.
This cut will be a great improve-
ment to the navigation and it will
only be necessary further to deepen, in
a few places, the Canal Water about
6 miles from Cochin where Channel
found deeper than in many places at
Tanoor.

10. The distance of Canal from
Bay-boar to Cochin will be as follows
Bay-boar to Padalchoondy River 3 Miles
Padalchoondy to Perapparamba 8 "
Perapparamba to Penang — 18 "
Penang to St Edwin — 23 "
St Edwin to Cochin — 50 "
Total 102 Miles

I have &c
(Signed) J. Bean
Lieut Engineer
Malabar

True Copy
H. Smithwaite
Offg Asst Engr Sea Ports

Engd

Dated 29th
Received 2nd December

A.C. 5665/1

W. 3931/38.

Telegram from the Postal Executive Instructing Treasury Financial Agreement to be made for the Transfer of Money Orders Issued in Belgium during the War
1911227, together with Letter of Instructions of the Director Postal Services Mediterranean

Central Office of Public Works
Fort St. George 29th November 1858.
No. 5854

From

The Officiating Chief Engineer,

To

The Secretary to Government,
Public Works Department.

&c.

Marine

With reference to the orders of Govern-
ment, contained in Extract from the Minutes of
Consultation, under date the 5th June 1858, No.
1072, and 403 and 2125, of the 20th July, and
12th October 1858, I have the honor to forward
a Survey and Estimate amounting to Rupees
(3,50,000) three Lacs, and fifty thousand, at the rate
of about 3,430 Rupees per mile, including Masonry
Works, for widening Canal from Cochin to Ponany,
and widening and improving the old canal
between Ponany and Beypoor.

2. The District Engineer has not had
sufficient time, or opportunity to make a detailed
Estimate for Masonry Works, but the levels that
have been taken throughout the line, and the Es-
timate prepared therefrom, may be considered as
correct.—

I have &c.

A.S.

for a Canal in the Taluq of Cherakal
advantage would be fully derived.

7. Owing to the Limits of Land only
allowed for a Canal of moderate
breadth, in Mr Ashwood made to increase
the Channel which will be rather ob-
viated by the making a Towing
Path on the opposite Bank of the
Canal, which will be of great
benefit. The best
Plan of Improvement under the Cir-
cumstances which is sufficient to admit
of Light Boats &c.

8. On the Line of Canal
Embankments and Bridges Rivers
&c are allowed for in making the
present Estimate which is as follows
3 miles in length of the Canal to
Lane Ancient — from the Canal
and to be in keeping the Towing
near the Beypoor Terminus.

9. Estimate for Improving
water communication between Ponany
and Cochin, there is a Canal, ex-
cavated, which merely re-
quires widening and deepening,
beyond which there exists a fine
Backwater, in which the chief
impediment to sufficient exists at
Edaterooty where a new cut is to be
made on an Estimate of Rupees 1470 —
entered

3. As suggested by Lieutenant Colonel Cotton, in his Report to the Chief Engineer of the 2d. October 1855, Captain Bean proposes to carry a direct line from Pooraharumba to the Kadal-hoondy River, as the line of Coast Canal, merely an extension indeed of the existing water communication between Cotaty and Tanoor.

× Submitted to Govt. 4th Dec/55 in Lett. No. 3288 Report ם ם

4. For improving the existing line, Rupees 19,920 were allowed in the Budget for 1858/59, providing for the construction of a Head Sluice in the Mallipooram River, the improvement of the Canal and Channel from the Sluice to the Pooraparumba Sluice, and the construction of a Lock near the latter work.—

× Statement No. 2 Item No. 586.

5. In the direct line a cutting of between 4 and 5 Yards in depth will have to be made for a distance of 7 Miles to the Kadalhoondy River; in the other, the present Pooraparumba Channel must be deepened and widened, the course through the Vengally Lake to the Perovangady River straightened; and the Navigation from this point down the Mallipooram River to the Kadalhoondy River Mouth improved, being above a distance of 14 Miles, and extremely tortuous, another lock would eventually have to be built near the Head Sluice, as the floods in these Rivers are very high, there can be no question therefore that the coast line is the proper direction for a Canal, the nature of the Country being very favorable, and possessing an immense advantage over the other more tortuous line.—

6. A moderate breadth of 12 Yards only has been allowed, for fear of increasing the amount of the Estimate, if the Traffic should require it, there will be no difficulty then in giving it an increased breadth, the depth, viz 3 feet, below low water also allowed, is ample for Boats of light draught.—

7. Between the Beypoor and Kadalhoondy Rivers, an item has been inserted for deepening the present Backwater for about 3 Miles in length, but if considered advisable, a new Cut for a Canal can be made crossing the Railway near the Beypoor Terminus, for about the same amount. Between Ponany and Cochin, the Canal at present as far as Chetwai, requires widening and deepening, beyond Chetwai there is a Backwater where at Editirooty there is some impediment, and a new cut is to be made, on an Estimate of Rupees 1470, entered in the Budget, No. 605, for 1858/59, which will be a great improvement to the Navigation, a few places only in the Backwater where shallow at low water will then require deepening.

† Statement No. 2.

8. The whole distance of Canal from Beypoor to Cochin will then be as follows.

Beypoor to the Kadalhoondy River	3 Miles
Kadalhoondy to Pooraparumba	8 "
Pooraparumba to Ponany	18 "
Ponany to Chetwai	23 "
Chetwai to Cochin	50 "
Total	102 "

9. In conclusion, I must beg particularly to point out that the accompanying Estimate does not provide for Steam Navigation, but merely for that of the country Boats at present in use on that coast. Should it be considered advisable to allow a sufficient breadth for the Navigation of Steam Tugs of light draught, the Estimate would amount to Six Lacs, or about 6000 Rupees per mile, over the entire distance. —

Central Office of E.W.
Fort St. George.
29th November 1858

I have, the honor, to be,
Sir,
Your most Obedt. Servt.
L. Lawford Lieut. Colonel
Officiating Chief Engineer

To,
The Secretary to Government
Public Works Depart.

N.B.
S.E.S.C.

Public Works. (New Works)

Abstract of Estimate No. of 1858-59

Road No.

District. Madras.

Work: Cutting a new Channel & widening & deepening the Canal between Cochin & Pongam

Quantities	Description of Work.	Rate	Amount	Amount for each part
C. Yds.	Widening & Deepening Canal between	Rs. As. P.	Rupees	Rupees
	Cochin & Ponany			1,57,000
	Excavation			
1,52,440	Digging Excavation to Cadelchundy	" 2 "	94,310	
	Cartage towards			
2,11,200	Digging & Excavating	" 0 "	63,360	
	Cartage towards			
	Widening & deepening Canal between Pongam			
	Canal from Excavation to Cochin			
4,152,440	Digging Excavation towards	" 1 6	38,940	
	Cartage towards			
1,92,333	Digging & Excavating	" 0 "	6,011	
	Cartage towards			
	Widening & deepening Canal between			
	Pongam & Cochin Cadelchundy to			
	Cochin	40th "	12,000	
	Cochin			
	Cochin	40th "	16,000	
	Abandoning & Cadelchundy to Cochin			
	as per multiplier Drawing	15th Feb.	26,150	2,57,000
	Total Company Rupees			3,57,000

Central Office
Post Master's Office
23rd November 1858

Approved
Engr. & Surl. Ry
Dept. 7 Jany 1859

No 54.

C 18th Dec. 23rd

Public Works Department 1858
Dated Cons 11th Jany 59.
No 2934.

From
The Offg Chief Engineer
To
The Secretary to Govt
of M.P.D.

Dated 29th November 1858.
Rec'd 2 Dec 1858.
No 3554
4 Surveys returned 16-4-59

Submitted with reference to certain orders of Government an Estimate amounting to Rs 350,000 for widening Canal from Cochin to Ponany & widening and improving the old Canal between Ponany & Beypoor in the District of Malabar, points out that the present Estimate does not provide for Steam Navigation, but merely for country boats at present in use, and observes that should it be considered advisable to allow sufficient breadth for the Navigation of Steam tugs, the Estimate would amount to Rupees 600,000.—

Cons 8th June 58 No. 54-55
—— 21 Augt —— 113-114
—— 12 Oct —— 134-135
—— 5 Feby —— 58 — 62-63.

16 — 31

Approved
Engr. & Surl. Ry
Dept — 7 Jany 1859

No 54.

C 18th Dec. 23rd

Quantities	Description of Work	Rate			Amount	Amount for each part
C. Yds.		Rs.	As.	P.	Rupees	Rupees

Public Works Dept.

No. 57

Extract from the Minutes of Consultation

Under date the 7th ~~December~~ January 1859

Read the following papers.

Ex Minute Con'n in the Financial Railway Dept.

Fort William 26th Nov'r 1858 No 646

From the Offg Chief Engineer

Fort William 29th " 1858

Ordered, That the two questions recorded above in reference to the proposed works of the Inland Water Communication between Bengal and Cuttack

2nd Of the two modes of connecting the places just mentioned, whether by

by rail or water, which a question
~~had been~~ had under the con-
sideration of Government
for some time past, it
was resolved on the 7th
May 1858, that the latter
should be adopted, and
that every effort should
be made to perfect the
water communication,
and in Govt Minute Com. 5th
June 1858, No. 1072, the
Chief Engineer was re-
quested) with reference
to the important subject
the matter be examined and
the practicability of the
Home authorities soon
communicating their intention
-tion on it, to submit a
complete view of the whole
scheme, showing the last
expenditure

Enclosure

In a

From

The Offg. Chief Engineer

D.O.W.

To

The Secretary to Government

P.W.D.

Dated 29 } November 1858

Received 2d } December

No. 5854

P/ 538/59

No.

Abstract Estimate for Cutting a New and Widening an old Canal between Kelim and Bayfoor in the District of Hooghly

Amounting to Rs. Rupees - 35,000

27

expenditure, the amount calculated for the works sanctioned but placed under suspension, and the amount yet required for opening the communication between the two places.

3. The Despatch communicated with the first of the papers above recorded intimates that the Home authorities have adopted the recommendation of the Govt in favor of the plan for carrying out the Inland water communications. The second paper is the report of the Offg Chief Engineer on the requisition of the 5th June 1858

No.

of 1872 mentioned in the preceding paragraph. — With this report the Chief Engineer submits a survey, and estimate amounting to 2½ lacs of Rupees for widening the Canal from Achim to Ponany, and widening and improving the old Canal between Ponany and Beypoor. The District Engineer has not, it is represented, had sufficient time or opportunity to make a detailed Estimate for masonry Works, but levels have been taken throughout the line, which has enabled the preparation of the present

Widening Canal from Achim to Ponany	Rs. 150000
Widening Canal from Ponaparamba to Karkandy	100185
Deepening & widening the present Canal from Ponaparamba to Costab	29815
	280000

present Estimate. It is observed however that the first entry in the estimate, for "widening the Canal from Achim to Ponany" is set down at Rupees 150,000, and the absence of any measurements or other data on which the amount has been calculated, would seem to indicate that this part of the Estimate, like the item for sundries and extra Establishment is, at the best a rough guess.

4 The mode in which the communication between the two places is to be opened under

* Sundries & Extra Establishment 15 p.c. 22,857.

under the Estimate framed for that purpose, as explained in paras 3 to 5. The Canal is to be taken along the coast, a breadth of 12 yards is to be given to it, and a depth of 3 feet below low water is considered ample for Boats of light draught, and the whole distance of Canal between Beypoor and Cochin according to the line proposed to be taken will be 102 Miles. It is explained that this Estimate does not provide for Steam navigation but merely for the navigation of the Boats at present in use on that part

of the Country. For Steam Tugs of light draught a greater breadth will be necessary and the Estimate would amount to six lacs of Rupees or at the rate of 6000 Rupees a mile.

The Offg Ch. Engr believes,

5. No provision has been made for superintendence, nor, with reference to the present crippled state of the Pub. Works Dept has it been explained under what arrangements the work if continued, would be carried out: what period its completion would occupy: or what the Annual expenditure

* The Estimate for 3½ lacs now submitted

expenditure would be on that account. Regard being had to these circumstances, it would seem desirable to have in the first instance a decision on the question as to whether the Canal should be opened for steam Navigation with a lock of Lip locks of Rupees, or whether for the ordinary boat navigation at an expenditure of 1½ Lacs, and if sanction be granted at the same time for proceeding with the work on either Estimate, a special Officer might be appointed to the duty

of carrying it out to completion. The project should, from the magnitude of the outlay involved in it, be treated as exceptional to the ordinary range of works, and should be placed, as was done formerly in the case of the Cauvery Canal, under the exclusive control and direction of one individual Officer who will prepare his own estimates on reliable data for the portions of work capable of being executed in each year, and arrange for their supervision & for working them out within the period of

for which Rose Estimates
have been framed. By
some systematic arrange-
ment of this kind
it is to be hoped that
the work might be in the
course of a few years
be brought to a satisfac-
tory conclusion, ~~when~~
~~the Officer in charge~~
~~is to the Department~~
~~of Public Works, might~~
~~return to his place and~~
~~the Department~~
with these remarks
the Chief Engr's letter with
the correspondence & papers
accompanying it - be
forwarded to the Treas.
Railway Dept. for its view
& further orders being taken
as to the course proper
to be adopted in the
matter.

W.H.B

10 Copies to the Chief Engr's Dept.
" " Financial & Railway Dept.
with Asst Treas

2d to Com 2d Com/58 P:58 855
—— 24th August —— 1138 1148
—— 12th October —— 1344 1345

46-7

Public Works 1859 Depts.
Dr to Com 11th January.

No. 57.

Extract Mins of Com
Dy 7th January/59.

From the Chief Engr 4th Inst/59 P. 288
From Do — 3d March/59.
C No. 538 inb.

No 53 at 55.

Ordered to be forwarded to the Financial Railway Department the Officiating Chief Engineer's letters with the Correspondence & papers accompanying, & this view to further orders being taken as to the Course proper to be adopted on the matter.