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(2) Date of repair 8-3-39

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Despatches to England

<i>Dep</i> G.O. No.	<i>26</i>	Press Mis.
Dated	<i>14-5-</i>	<i>1860.</i>

Not to be folded or roughly handled

PUBLIC WORKS DEPARTMENT.

No. 26 of 1860.

TO THE RIGHT HONORABLE THE SECRETARY OF STATE FOR INDIA.

RIGHT HONORABLE SIR,

1. We have received your Despatch of the 8th March, No. 24, in this Department, replying to our letter of December 7th, 1859, in which we asked for your permission for the immediate commencement of the extension of the East Coast Canal from Dúrgarázpatam to Nellore. You refuse that permission. You desire that Estimates may be prepared and transmitted to you for the Canal from Nellore to Kistnapatam on a two-fold scale, viz., as suited for irrigation only, and as suited for navigation also; but you absolutely prohibit the continuation from Dúrgarázpatam to Kistnapatam, for which detailed Plans and Estimates are ready, and have once received the sanction of the Home Government, until after the completion of that from Nellore to Kistnapatam, even if then.

2. We very greatly regret this decision; and we deem the subject of so great importance, that we think it our duty to address you again. In our former Despatch we expressed our own strong sense of the importance of this Canal, and we alluded to the fact, attested also by the records of your Office, that for a number of years past all the ablest and most experienced Servants of this Government, both Revenue Officers and Engineers, who have been in a position to form a judgment on the question, have agreed as to the great importance of extending the East Coast Canal. We cannot but be greatly mortified that our own careful and deliberate judgment, so fully and ably backed, on a matter immediately connected with the local wants of this Presidency, should go for nothing, and should be set aside on grounds which we know to be invalid.

3. Those grounds, as cited in your letter, are contained in the two Despatches quoted in the margin, and they are briefly as follow:—
12th May 1858, No. 5.
13th October „ „ 4.

1st.—That a Coast Canal could not compete successfully with the Sea.

2nd.—That the Canal from Madras to Dúrgarázpatam was in 1856 pronounced to be a failure by the Superintendent.

3rd.—That the Southern Canal from the Pálár to the Adayár had at the same time attracted no traffic.

4th.—That the Canal would be very expensive.

4. The best way, as it seems to us, to prove the unsoundness of these reasons is to lay before you a few facts connected with the Canals at the present time; but before doing so, we beg, in passing, to point out that as respects the second of them, and in some respects the most

*to Kistnapatam, as suited
for*

important, the Home Government accepted without hesitation on this matter, the testimony of an Officer of whose "ignorance" on another important professional point, they had just expressed a strong opinion.* We will not dwell further on that matter than to say that subsequent events showed that Lieutenant Sankey's judgment was not to be trusted on professional questions connected with the Canal. He was then a young and inexperienced Officer, though far from being deficient in ability; and he had conceived a plan of superseding the existing Canal line at an enormous cost.† It was necessary for the favorable reception of such a scheme, to show that the existing Canal was quite inefficient, and hence the strength of his language on the subject.

5. The following is a Statement of the traffic on the Northern Canal for the year 1858-9, being the latest for which such information is obtainable. It shows the number and tonnage of Boats entering the Madras Basin from the Northward; and you will see that, independently of Government Salt brought to the Madras Stores from Ennore, being nearly 52,000 tons, the private traffic, arriving only, amounts to 78,516½ tons. The Statement does not give the places from which the Boats came; but it is well known that only a small part of the private traffic comes shorter distances than from Pulicat, and the bulk of it is from that place and places further north:—

Articles carried.	Boats.	Tons.	Toll.	
Private traffic, including Passengers' Boats..	6,886	78,516½	R.	A.
Government Salt	2,225	51,720	19,629	2
Total.....	9,111	1,30,236½	12,930	0
			32,559	2

6. This Statement appears to us fully to refute both the first and second of the reasons cited in paragraph 3. It shows that the Canal is in working order, in spite of Lieutenant Sankey's anticipation; and it shows that this length of Canal at least, does successfully compete with the Sea.

7. For further proof of the efficient state of the navigation, we beg your attention to two interesting Reports which came under our review last year. The first of these was made by Mr. Assistant Engineer Kennedy, in charge of the Canal, after a special inspection made by our Order. You will see that though the inspection was made at the driest season of the year, the traffic was still fully maintained. Mr. Kennedy's Report did not include the northernmost section of the Canal, viz., the extension to Dúrgarázpatam; but Colonel Cotton having occasion to pass up and down that portion when visiting the Pennair Anicut, submitted a report on its condition.‡ We would especially call your attention to the 3rd and 5th paragraphs of that Report where Colonel Cotton speaks of the use made of that part of the Canal as actually seen by himself.

8. Since the time when those two Reports were written the Repair allowance of the Canal has been increased, and the condition of the Canal has been further improved. Within the

last few weeks the Government have received unofficial information from the Collector of Nellore, who had just passed along the whole of the Canal, that it is perfectly navigable; and yet this was near the close of the dry season, and after an unusually protracted drought.

9. With respect to the Southern Canal the alleged failure of which forms the third argument against the continuation of the Coast Canal, we beg to point out in the first place, that contrary to the wishes and intentions of this Government, that Canal has been left hitherto without a suitable terminal point at either extremity. At the Madras end it stops short at the Adayár river, five miles from Madras; while at the southern end, it stops short about four miles of the Pálár river. Nor is this all; there are parts of the existing Canal which have never yet been excavated to the full depth, the work having been suddenly cut short by the restrictive Orders of 1857. It is no wonder then that the traffic on the Canal is small; and you will at once see that this fact cannot fairly be turned into an argument against the utility of the Coast Canal. You have recently sanctioned the Junction Canal between the Kúam and the Adayár, which will bring the Southern Canal to Madras, and that work is about to be commenced; the completion to the Pálár will also be shortly executed, and the condition of the Canal generally has been improved and is improving by means of a somewhat more liberal Repair allowance.

10. We have gone into the foregoing details of the Canals north and south of Madras, in order to show that they do not really afford any grounds for refusing to extend the Coast Canal. That to the north of Madras is efficient, and is largely used; that to the south is but little used indeed, but the cause is that it has been left incomplete and inefficient. We now return to the subject more immediately before us, the extension of the Northern Canal to Kistnapatam and Nellore.

11. We have already seen that the Canal to Dúrgarázpatam maintains a fully successful competition with the coasting vessels; we have now to add that there is no doubt that it will still do so if extended to Kistnapatam. It is argued in the Despatch of the 12th May 1858 (paragraph 8), that "produce brought down from the interior to Coringa, Masulipatam, Cuddalore, or Tuticorin might be as conveniently shipped direct from any of those places to Europe or America, as if carried intermediately to Madras." We need not now dispute this proposition, because it does not bear on the present question. Not only is it unlikely in the extreme that goods would be shipped at Kistnapatam for foreign countries, but that place is scarcely a port even for the coasting trade.

12. It is argued again that the traffic along the Coast is likely to be small, being confined to articles of local consumption. But it appears to be forgotten that a city of 7,00,000 persons must require enormous supplies from the country; and that the enlargement of the circle of supply is not only a great public benefit, but one which will be willingly paid for. The article of fuel, for example, is one of large consumption even in a tropical climate; it is now extremely dear in Madras, in comparison with country Districts; the reduction of the price would be a great public benefit, and the conveyance of a sufficient supply of this bulky commodity would alone yield a good interest on the cost of the extension.

13. But it must be added, further, that the extension to Kistnapatam and then to Nellore would bring the Canal into new fields of supply. Its northern terminus would then be in the centre of a grain country, and it would convey to Madras the product of a large tract of country irrigated by the channels from the Nellore Anicut. There can be no doubt that a very large

*to Kistnapatam, as suited
for*

traffic in grain would spring up, to the great advantage of the land revenue; and it is equally certain that without this line of water carriage, scarcely any grain would bear the cost of transport above one hundred miles to the Presidency market.

14. The foregoing considerations would lead us strongly to press on you the immediate extension to Kistnapatam, even if there were no others of a special nature; but such there are, as mentioned in our former Despatch.*

We alluded there to the necessity of the Canal from Nellore to Madras to the success of the works of the Irrigation Company; and we intimated (paragraph 5) that adverse as we were to giving over the Canal to that Company, this must be done unless the Government could undertake the work. The accompanying letter from our Consulting Engineer,† and its enclosure, make this still more clear. One important part of the Company's plan of operations is to connect

their works on the Tumbaddra with Madras, by means of an inland navigation by the Pennair and the Coast Canal. In the paper now laid before us by Captain Rundall, the Company's Chief Engineer reports on a project of an Anicut across the Pennair at the point where it emerges from the gorge through the hills, and a Canal from that point to Kistnapatam. The line appears to be an excellent one; the Canal would water a large extent of country, and would also give a good navigation. The permission to make this Canal must be conceded to the Company, being a carrying out of their original scheme; and it will be impossible to persist in refusing them the twenty miles of Canal from Kistnapatam to Dúrgarázpatam. It will be absolutely necessary that the Government should either make that Canal themselves, or allow it to be made by the Company. We have already expressed

our decided opinion, in which you have concurred,‡ that the Coast Canal ought not to pass out of the hands of Government; and we are driven, therefore, to urge this as an additional reason why this small extension of it should be sanctioned.

15. And if to be executed at all, there are good reasons why it should be undertaken without delay. If it is postponed, the Company's Canal just referred to, and possibly the Canal from Nellore to Kistnapatam, will be under execution at the same time; the result of these large works being in progress at once cannot but be that all will be impeded and the cost of all augmented. On the other hand, if the Kistnapatam extension is now sanctioned, it will be the means of drawing laborers together and training them to work; and they will afterwards be available for the Nellore Canal or that of the Company.

16. We beg, therefore, strongly to urge our former application that we may be permitted to commence the work immediately. The detailed Plans and Estimates are all ready, and we can allot a lac of Rupees for the work out of the sum fixed by the Government of India for the Public Works expenditure of the year; nothing, therefore, is wanting but your permission to begin work, and we earnestly hope that this will not be refused.

17. We ought to add that the cost of labor and materials having risen considerably since the Estimate was prepared, the sum before sanctioned will no doubt be now found insufficient. Our Chief Engineer informs us in a recent letter, that it must be increased 20 per cent., which will raise the amount for the twenty miles from 1,40,000 Rupees to 1,68,000 Rupees. But even then it will be a cheap work. The remaining argument against the Coast Canal, cited above in paragraph 3 from the Despatch of the 12th May 1858, is its "enormous" cost (paragraph 9).

* December 7th, 1859.
† April 17th, 1860.
‡ Despatch, March 8th, paragraph 3.

Proceedings of Government 14th May 1860, No. 997.

Proceedings of Government 11th May 1860, No. 984.

Proceedings of Government 14th May 1860, No. 997.

Proceedings of Government 14th May 1860, No. 997.

It is true that when the aggregate cost of the entire length of proposed Canal is put down as is there done, it amounts to a very large sum. But in comparison with its worth, that is with its performance, the Canal is far from being dear. Admitting that it costs 10,000 Rupees a mile, though the portion now in question is not likely to cost so much, a first-class common road costs 4,000 Rupees at least; and the use of a Canal in carrying capacity and in reduction of the cost of transport, is many times that of a road.

18. We shall lose no time in giving effect to your Orders for the preparation of Plans and Estimates for the Canal from Nellore to Kistnapatam; but we entertain no doubt of its being eminently desirable to make that Canal available for navigation, and we trust that you will be of the same opinion. The value of the Godavery Delta Canals for navigation would alone be quite sufficient to prove this; and the use of the means of irrigation must of necessity advance slowly, in the absence of cheap means of carrying away the produce of the ground.

We have the honor to be,

Right Honorable Sir,

Your most obedient humble Servants,

FORT SAINT GEORGE,
14th May 1860.

*to Kistnapatam, as suited
for*

2

THE SECRETARY
TO THE GOVERNMENT

Letter to the Secretary
to the Government
Dated 11th Nov.
No. 20 of 1891

Reference to the report of the
Committee on the subject of
the extension of the
provisions of the
Act of 1880 to the
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to Kistnapatnam as suited
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FORT SAINT GEORGE.
PUBLIC WORKS DEPARTMENT.

Letter to the Right Honorable
the Secretary of State for India,
Dated 14th May,
No. 26 of 1860.

Acknowledging the receipt of Despatch No. 24 of
1860, and again requesting permission, on the further
grounds set forth, for the immediate commencement
of the extension of the East Coast Canal, from
Durgarúpatam to Nellore.

100/7 + 1000
No 26 P. 10. 2. 9
To The Right Honorable
the Secretary of State
for India.

Right Honorable Sir,

We have received
your despatch of the
8th March, No. 24 in this
Dept., replying to our
letter of Decr. 7/59, in which
we asked for your per-
mission for the immediate
commencement of the ex-
-tension of the East Coast
Canal from Durgarúpa-
-tam to Nellore. You re-
-fuse that permission.
You desire that estimates
may be prepared and
transmitted to you for
the Canal from Nellore
on a two fold reach viz.
to Kistnapatam, as suited
for

J. M.

E. M.

for irrigation only, and as
suited for navigation
also; but you absolutely
prohibit the continuation
from Durgamapatnam
to Kistnapatnam, for which
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mates are ready, and have
once received the sanction of the Home

Govt., until after the
completion of that from
Villore to Kistnapatnam,
even if then.

2. We very greatly re-
gret this decision; and we
deem the subject of so
great importance, that
we think it our duty to
address you again. In
our former despatch we
expressed our own strong
sense of the importance
of this Canal, and we
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alluded to the fact, at-
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of your office, that for
a number of years past
all the ablest and most ex-
perienced servants of this
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who have been in a
position to form a judge-
ment on the question, have
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portance of extending the
East Coast Canal. We
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judgement, so fully and
ably backed, in a matter
immediately connected
with the local wants of
this Presidency, should
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should be set aside on grounds which are known to be ~~inadequate~~ and invalid.

3. Those grounds, as cited ⁱⁿ your letter, are contained in the two despatches quoted in the margin, and they are as briefly as follows.

1st. That a Coast Canal could not compete successfully with the sea.

2nd. That the Canal from Madras to Durgasipaham ^{was} in 1856 pronounced to be a failure by the Superintendent.

3rd. That the Southern Canal from the Palar to the Ardayar had at the same time attracted no traffick.

4th. That the canal would be very expensive.

12th May 1858. N^o 5
13th Dec^r N - N^o 4.

+ Encl. Compare Para 24 of
the Despatch of Dec^r 13/58
with Para 20.

4. The best way, as it seems to us, to prove the unsoundness of these ^{reasons} is to lay before you a few facts connected with the Canal at the present time, but before doing so, we beg in passing to point out to you that as respects the second of them, and in some respects the most important, the Home Govt. accepted without hesitation on this matter, the testimony of an officer of whose "ignorance" on another important professional point they had just expressed a strong opinion. We will not dwell further on that matter than to say that subsequent events showed that Lt. Sankar's judgement was not to be trusted on professional questions connected with the Canal. He was then a young and inexperienced officer, tho' far from

from being deficient
in ability; and he
had conceived a plan
of superseding the
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The

+ Procn. Aug 11/57. 2091 & 92.
Proc. d/3 May/59 at 46 & 47-

Book

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3 The following is a
statement of the traffic
in the northern canal
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It shews the number &
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the Madras basin from
the northward, and
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dependently of Govt salt
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private traffic, arriving
only, amounts to 18,516 1/2 tons.
The statement does
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that only a small
part of the private
traffic comes shorter
distances than from
Pulicat, and the bulk
of it is from that
place and places
further

further north.

Articles carried	Boats	Tons	Toll Rs.	
Private traffic including passenger boats				
Government salt	6886	78516 1/2	19629	2
	2225	51720	12930	"
Total	9111	130236 1/2	32559	2

6. This statement appears to be fully to refute both the first and second of the reasons cited in para 3. It shews that the Canal is in working order, in spite of Lieut. Santkey's anticipation; & it shews that this length of Canal at least, does successfully compete with the sea.

7. For further proof of the efficient state of the navigation, we beg your attention to two interesting reports which came under our review last year. The first of these was made by Mr.

Afr. Engr Kennedy in charge of the Canal, after a special inspection made by your order. You will see

Pro 10th June 59. N^o 15420
with enclosure

Pro 10th May 59. N^o 120 @ 122

that though the inspection was made at the driest season of the year, the traffick was still fully maintained - Mr. Kennedy's report did not include the northernmost section of the Canal, viz the extension to Durgaraypatam; but Col. Cotton having occasion to pass up & down that portion when visiting the Pennair and cut submitted a report on its condition. We would especially call your attention to the third and fifth paras of that report where Colonel Cotton speaks of the use made of the Canal as actually seen by himself.

8. Since the time when those two reports were written the repair allowance of the Canal has been increased, & the condition of the Canal has been further improved. Within the last few weeks the Govt have received unofficial information from the Col. of Vellore, who had just passed along the whole of the Canal, that it is perfectly navigable; & yet this was near the close of the ~~day~~ time in the dry season

note. This was in a note from Mr. Dykes & myself. I have unfortunately, torn up the note.

seasons & after an unusually
protracted drought.

9- With respect to the southern
canal the alleged failure
of which forms the third ar-
gument against the continu-
ation of the Coast Canal, we
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place, that contrary to the wishes &
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has been left hitherto without a
suitable terminal point at either
extremity. At the Madras end it
stops short at the Adyar river,
five miles from Madras, while
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about four miles of the Palair river.
Nor is this all; there are parts
of the existing canal which have
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full depth, the work having been
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to extend the Coast Canal.
That to the North of
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but the cause is that
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to the subject more
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northern Canal to
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Canal to Durgaragapa
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12 May 1858 (Para 8) that
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"Masulipatam, Cuddalore
"or Tuticorin, might be as
"conveniently shipped
"direct from any of those
"places to Europe or Ame-
"rica, as if carried inter-
"mediately to Madras."

We need not now dispute
this proposition, because
it does not bear on the
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only is it unlikely in
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ance ^{of a sufficient supply} of this bulky com-
modity ^{would also} yield a good
interest on the cost of the extension.

13 But it must be added, further, that the price it was
the extension to Rostoon only four years ago
-palam and then to
Nellore would bring the
canal into new fields
P

It might be added
that any article of
food in Madras
is now fully double

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23
of supply. Its northern
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plan of operations is to con-
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inland ~~canal~~
navigation

7 December 7/59

April 7/60.

In Pro of Govt. 14 May 1860. No. 997.
No. 4/1862

25
navigation by the Pennair and
the Coast Canal. In the paper
now laid before us
~~forwarded~~ by Captain Dundas,
the Company's Chief En-
gineer reports on a project
of an ancient across the
Pennair at the point where
it emerges from the gorge
thru' the Hills, and a Canal
from that point to Krishna-
patnam. The line appears
to be an excellent one; the
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The permission to make this
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J.P.

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+ Despatch March 8th
Am S.

(27) 10
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On the other hand, if the
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The detailed Plans and
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the Coast Canal, is the
Despatch

In No. of Govt 11 May 1860 No. 984
No. 17418
In the estimate for the 20 miles from
14,000 Rupees to 1,08,000 Rs.

Despatch of the 12th May
1858, is its enormous cost
(Para 9). It is true that
when the aggregate cost
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as is there done,
down it amounts to a
very large sum ~~and the~~
~~same is true in a much~~
~~higher degree of a railway.~~
But in comparison with
its worth, that is with its
performance, the Canal
is far from being dear.
Admitting that it costs
10000 Rupees a mile, ~~the~~
the portion now in question is not likely to cost
^{some} first class common road
costs 4000 Rupees at
least; and the use of a
Canal in carrying capacity
and in reduction of the cost
of transport, is many times
that of a road.

18. We shall lose
no time in giving effect
to

to your orders for the pre-
paration of Plans
and Estimates for the
Canal from Mellore to
Kistnapatnam; but we
entertain no doubt of
its being eminently de-
sirable to make that
Canal available for naviga-
tion, and we trust that
you will be of the same
opinion. The value of the
Godavari Delta Canals
for navigation would alone
be quite sufficient to prove
this; and the use of the
means of irrigation must
of necessity advance slowly
in the absence of cheap
means of carrying away
the produce of the ground.

J. A.

6/60

W.D.
No 26

Letter to the Right Hon: the
Secretary of State
for India
Dated 14th May 1860.

Right Hon: the Secretary of State for India
14th May 1860

Copy to the Govt of India 18 May 60
S. 10.

Reply received 31st Aug 60 No 52.

Acknowledging the receipt of
the Des: No 24 of 1860 and ^{again} making
~~reference to the Govt~~ requesting per-
mission, on the further grounds
set forth, for the immediate com-
mencement of the extension of the
B.C. Canal, from Dingakhyapatam
to Bellary.