

(1) Number of pages 32

(2) Date of repair 8. 3. 39

(3) Initials of the Referencer 7

## MADRAS RECORD OFFICE.

**Government of Madras.**

*Public Works* **DEPARTMENT.**

*Despatches to England*

|          |            |               |
|----------|------------|---------------|
| G.O. No. | 26         | Press<br>Mis. |
| Dated    | 14-5-1860. |               |

Not to be folded or roughly handled

①

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 from Madras to Pulicat, and substituting for it an entirely new 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. 19,629 | A. 2 |
| Government Salt .....                          | 2,225  | 51,720    | 12,930    | 0    |
| Total.....                                     | 9,111  | 1,30,236½ | 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 Pálar 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 Pálar 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.\*

\* December 7th, 1859.

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

† April 17th, 1860.

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

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).

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

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

to Kistnapalam, as suited<sup>3</sup>  
for

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  
Dárgarázpatam to Nellore.

No 26 P. P. P.

To The Right Honorable  
the Secretary of State  
for India.

My Honble 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-  
-ension of the East Coast  
Canal from Dárgarázpa-  
-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

M

L

J M

By the

navigation only, and as  
suited for navigation  
also; but you absolutely  
prohibit the continuation  
from Durgam Cheruvu  
to Kistnapatnam, for which  
detailed Plans and esti-  
mates are ready, and have  
once received the sanction of the Home  
Govt., until after the  
completion of that from  
Mylapore 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  
alluded

alluded to the fact, at-  
tested also by the records  
of your office, that for  
a number of years past  
all the ablest and most ex-  
perienced servants of this  
Govt., both Revenue  
officers and Engineers,  
who have been in a  
position to form a judge-  
ment on the question, have  
agreed as to the great im-  
portance of including 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

should be set aside on grounds which are known to be ~~frivolous~~ and invalid.

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

12<sup>th</sup> May 1858. 225  
13<sup>th</sup> Decr. N - 22-4.

1<sup>st</sup> That a Cut Canal could not compete successfully with the sea.

2<sup>nd</sup> That the Canal from Madras to Durgasigga <sup>was</sup> in 1836 pronounced to be a failure by the Superintendent.

3<sup>rd</sup> That the Southern Canal from the Palar to the Adyar had at the same time attracted no traffic.

4<sup>th</sup> That the Canal would be ~~at great cost~~ very expensive.

4. The best way, <sup>13</sup> ~~advised~~ to us, to prove the unsoundness of these <sup>reasons</sup> 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 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 this 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

+ Encl. Compare Para 24 of the Despatch of Oct 13/58 with Para 20.

from being deficient in ability; and he had conceived a plan of superseding the existing Canal from Madras to Pulicat and substituting for it an entirely new line at an enormous cost. It was necessary for the favourable reception of such a scheme, to show that the existing canal was quite inefficient, and hence the strength of his language on the subject.

The

+ P. No. 2. Aug 11/57. 2091 & 92.  
P. No. 4/3. Aug 1/59 at 46 & 47 -

3 The following is a statement of the traffic on the northern canal for the year 1858/59, being the latest for which such information is obtainable. It shews the number & tonnage of boats entering the Madras basin from the northward, and you will see that independently of Govt salt brought to the Madras stores from Ennore, the private traffic, arriving only, amounts to 78,56 1/2 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

further north.

| Articles carried                          | Boats | Tons        | Toll   |   |
|-------------------------------------------|-------|-------------|--------|---|
| Private traffic including passenger boats | 6886  | 78,516 1/2  | 19,629 | 2 |
| Government salt                           | 2225  | 51,720      | 12,930 | " |
| Total                                     | 9111  | 130,236 1/2 | 32,559 | 2 |

6. This statement appears to us 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. Sankey'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 lay your attention to two interesting reports which came under our review last year. The first of these was made by Mr.

Mrs. Eng. Kennedy in charge of the Canal after a special inspection made by your order. You will see

Pro 10<sup>th</sup> June 1899 N<sup>o</sup> 15420  
with enclosure.

Pro 10<sup>th</sup> May 1899 N<sup>o</sup> 120@122

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 Durgam Chattram; but Col. Cotton having occasion to pass up & down that portion when visiting the Pannair 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 Bellary, who had just passed along the whole of the Canal, that it is perfectly navigable, & yet this was near the close of the dry time in the dry season.

list - This was in a  
not from the  
I suggest  
in the  
the 1899

seasons & 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 & intentions of this Govt, that canal has been left unfinished without a suitable terminal point at either extremity. At the Madras end it stops short at the Adyar river, five miles from Madras; while at the southern end, it stops short about four miles of the Palar 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, & 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 Kistna & the Adyar, which will bring the southern Canal to Madras, & that work is about to be commenced; the completion to the Palar will also be shortly executed, & the condition of the canal generally has been improved & is improving by means of a somewhat more

liberal more, <sup>referring</sup> 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 Vistnapatnam & Kellora.

11 We have already seen that the Canal

Canal to Durgam Cheruvu  
can maintain a fully  
successful competition  
with the coasting vessels;  
we have now to add  
that there is no doubt  
that it <sup>will</sup> still do  
so if extended to Visma-  
patnam. It is argued  
in the Despatch of the  
12 May 1858 (Para 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 Ame-  
"rica as if carried inter-  
"mediately to Madras!"  
We need not now dispute  
this proposition, because  
it does not bear on the  
present

present question. <sup>(31)</sup> Not  
only is it unlikely in  
the extreme that goods  
would be shipped  
at Vismaapatnam for  
foreign countries, but  
it is scarcely a port  
even for the coasting  
trade.

12. It is argued again  
that the traffick along  
the coast is likely to  
be small, being confined  
to articles of local con-  
sumption. But it appears  
to be forgotten that a  
city of 70,000 persons  
must require enor-  
mous supplies from  
the country; and that  
the enlargement of  
the circle of supply  
is not only a great  
public

public benefit, but one  
which will be willingly  
paid for. The article  
of fuel, for example,  
is one of large consump-  
tion even in a tropical  
climate, it is now ex-  
tremely dear in Madras,  
in comparison with  
country Districts; the  
reduction of the price  
would be a great public  
benefit, and the convey-  
ance <sup>of a sufficient supply</sup> of this bulky com-  
modity <sup>would also</sup> create a good  
interest on the cost  
of the extension.

13. But it must be added, further, that the price at which  
the extension to Nistara only four years ago  
palamu and then to  
Nellore would bring the  
canal into new fields

It might be said  
that any project of  
canal in the  
Nellore District

(23)  
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 irriga-  
ted by the channels  
from the Nellore Ciment.  
There can be no doubt  
that a very large traffick  
in grain would spring  
up, to the great advan-  
tage 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 con-  
siderations would lead  
us

us strongly to press on  
 you the immediate  
 extension to Krishnapa-  
 tam, 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 (Para 5) that  
 adverse as we were to giving  
 over the Canal to that Company,  
 this must be done unless  
 the Govt. could undertake  
 the work. The accompany-  
 -ing letter from our Con-  
 sulting Engineer, and its  
 enclosure, makes this  
 still more clear. One import-  
 -ant part of the Company's  
 plan of operations is to con-  
 -nect their works in the  
 Tambacobra with Mad-  
 -ras, by means of an  
 inland ~~canal~~  
 navigation

7 December 7/59

April 7/60.  
 In Pro of Govt. 14 May 1860. No. 997.  
 1860/1861

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  
 thro' the hills, and a Canal  
 from that point to Krishna-  
 -patnam. 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 <sup>conceded</sup> given to the  
 Company, being a carry-  
 -ing out of their original  
 scheme; and it will be abso-  
 -lutely impossible to persist  
 in refusing them the twenty  
 miles of Canal from Krish-  
 -napatnam to Durgarajapatnam.

J. B.

It will be absolutely ~~and~~  
~~immediately~~ 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 East 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 post-  
poned, the Company's Canal  
just referred to, and possibly  
the Canal from Mellore to  
Kishnapatnam, will be under  
execution

+ Despatch March 8<sup>th</sup>  
1853.

(27)  
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  
Kishnapatnam 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 Mellore  
Canal or that of the Com-  
pany.

16. We beg therefore  
strongly to urge our former  
application that we may  
be permitted to commence  
the works immediately.  
The detailed Plans and  
Estimates are all ready,  
and

and we can allot a lack of  
rupees for the work out of  
the sum fixed by the Govt.  
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 20 miles from  
14,000 Rupees to 16,800 Rs.  
even then it will be a cheap  
work. The <sup>remaining</sup> argument against  
the Canal, <sup>cited</sup> above in para. 3 from the  
Despatches

for Rs. Govt. 11 May 1860 No. 984  
A. 17/10

Despatches of the 12<sup>th</sup> May  
1858, is its "enormous" cost  
(Para 9). It is true that  
when the aggregate cost  
of the entire length of <sup>proposed Canal</sup> is put  
down, <sup>as is there done,</sup> 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, <sup>the</sup>  
<sup>the portion now in question is not likely to cost</sup>  
<sup>so much as first class common road</sup>  
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  
Kishnapatnam; 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  
Poddary & Mellore 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.

DA

6/53

P.W.D.

No 26

Letter to the Right Hon: the  
Secretary of State  
for India

Dated 14<sup>th</sup> May 1860.

P. 1.

Right Hon: the Secretary of State  
for India  
14<sup>th</sup> May 1860

The Govt of India 18 May 1860  
S. 10.

Received of the  
Secretary of State  
for India  
14<sup>th</sup> May 1860

Reply received of 31<sup>st</sup> Aug 1860  
enclosed 52.  
In reply to

Acknowledging the receipt of  
the Des: 4024 of 1860 and <sup>regarding</sup> ~~requesting~~ <sup>requesting</sup> per  
mission, on the further grounds  
set forth, for the immediate com-  
mencement of the extension of the  
Suez Canal, from Suez to the  
to Hellah.