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MADRAS RECORD OFFICE.

Government of Madras.

Palestine Notes DEPARTMENT.
Recd 31/3/60

G.O. No. <u>665</u>	Press Mis.
<u>139-40</u> Dated <u>31-3-18</u> <u>60</u>	

Not to be folded or roughly handled

1

*Proceedings of the Madras Government, Public Works Department,
for the month of March 1860.*

No. 139. Read the following letter from Captain F. H. RUNDALL, Engineers, Consulting Engineer, Irrigation and Canal Company, to the Secretary to Government, dated 3rd March 1860, No. 52:—

I have the honor to submit for the information of Government, the accompanying copy of
• 1 Letter. Instructions* sent by the Board to their Chief Engineer.

2. The first point calling for notice is the remark contained in paragraph 4, wherein the Chief Engineer is directed to deal with the whole scheme "irrespective of any proposed completion by the Government of the communication between Nellore and Madras," and "believing that direct communication with the Presidency is in accordance with the wishes of Government."

3. In their Order No. 2,848 of the 7th December last, the Government considered the question of the completion of the Northern Canal to Nellore, and ruled "that it was not desirable to entrust its execution to the Irrigation Company," first, "as it would tend to break up a continuous line of navigation of about 450 miles, into distinct systems of control;" and secondly, that it would be "tantamount to surrendering all the irrigation derivable from the south end of the Pennair Anicut;" but, "that as the Company had a just claim upon the Government for the early completion of the Canal to Dúrgarazapattnam, preference should be given to the construction of this section of the Canal, if the proposal to appropriate the Company's Funds to the execution of productive works should be approved."

4. On the 9th ultimo, I submitted a request from the Agent to be informed, in the event of the report current in the newspapers, that the Secretary of State had refused to endorse the views of Government regarding the appropriation of the Company's Funds proving correct, what steps would be taken to carry out the Northern Canal. I likewise alluded to the Instructions at present under review, and recommended that the Company should be allowed to carry out the proposed line to Súlurpet.

5. Direct communication with Madras is essential for the success of the scheme; and if Government are not prepared themselves to complete the Canal as far as Nellore, there are only two alternatives—either to allow the Company to execute it, or else to carry out another and high level Canal from the Pennair about 50 miles above Nellore, leading it in a South-easterly direction to Súlurpet. By this work a very large area would be supplied with certain means of irrigation, and a more direct line of navigation be secured. In the former case, the irrigation from the Pennair Anicut on the Southern side would have to be given to the Company, who must of course bear a proportion of the cost of the Anicut, and though the Government have expressed their objection to this measure, yet, as the present financial difficulties will probably postpone its completion indefinitely, it would be better, rather than leave the work unfinished, to let the Company undertake it on the understanding that the Government might re-purchase the works whenever they may find it expedient to do so. By the latter arrangement, the irrigation from the Pennair Anicut would not be interfered with, while the supply of water required for it could be discharged through under sluices in the Dam. The register of water kept at the Nellore Anicut, a copy of which was sent me by the District Engineer, shows the quantity now available for the irrigation in each month of the year, and it will only be necessary to see that this quantity is duly supplied before any is drawn off by the Company's Canal. As it is, however, of great importance that the communication should be opened as speedily as possible, the completion of the Dúrgarazapattnam Canal is in any case desirable, and it will prove of considerable benefit to Government by bringing a much larger traffic into Cochrane's Canal, and so adding greatly to its revenues.

6. The next point to be noticed is paragraph 5. As stated by me in my Report on my late tour, the project of the Mári Tank had been investigated, and a letter on the subject addressed to the Commissioner by the Company's Chief Engineer, but as the reservoir forms an essential

7

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for the month of March 1860.*

ature in the Bellary portion of the project, and is proposed to be undertaken by the Company on a much larger scale than the Mysore Government could afford or require, while they at the same time are prepared to secure all the advantages which that Government desired to reap for themselves, I would suggest the propriety of the subject being thus represented to the Commissioner.

7. With respect to the Instructions in paragraph 8, however, I would beg to observe that this Board are evidently not aware of the importance that a distinct line of Telegraph for their own works will prove. What is wanted is not terminal, but intermediate communication. In a work extending over so great a length, it is most essential that there should be the means of giving and receiving instantaneous reports. The Government line could only be available whenever not otherwise occupied, besides which it would not serve the purpose, as it could only be worked at the several stations. With the Company's own line, there would be portable batteries and stations opened along it wherever and whenever required. The expenditure and cash balance in each Officer's chest could be nightly reported, and a most effectual check be kept by the Head Office on the District expenditure. It is only necessary, therefore, that the Chief Engineer should use his discretion, with the permission given in the concluding part of the paragraph, and erect the Telegraph as fast as his working parties are distributed.

8. With respect to paragraph 9, I find from the Chief Engineer, Department Public Works, that the District Engineer of Kurnool has reported that not only will the sum of Rupees 6,000, entered in this year's Budget, be insufficient to clear the Dornal Pass for the passage of bandies, but that he recommends that the Government shall not lay out any more money on the present line, as a better one can be selected, and that the Company instead shall improve this portion at their own expense. If, as is probable, this new line may come under the operation of the restrictive orders, I would beg to recommend that the additional 2,000 Rupees required, may be sanctioned, and that the Company be asked, if necessary, to advance the money so as to allow of the work being carried on without delay for want of funds.

9. The observations in paragraph 12 would seem to imply that the Board are not aware that it will be necessary for them to have a fleet of Boats and Steam power to aid in the construction of their works and quite independent of their proceedings as carriers.

10. As soon as ever they have a few miles of water communication opened, they will require to have Boats upon it for the carriage of materials, just as much as they now require bandies on the common road or waggons on their tramways; and, therefore, it will be necessary for the Chief Engineer to take early steps to ensure their being built by the time any portion of the Canal is ready.

11. As respects the best form of Boat to be employed, the experiments now being carried on by Lieutenant Montgomerie under Captain Haig and at Colonel Cotton's suggestion at Dowlaishyeram, will prove of much value to the Company, who might be asked to pay a share of the expenses in consideration of being furnished with the results of the investigations.

12. As respects the remarks in paragraph 13 regarding such works as affect His Highness the Nizam's Territory, it appears to me no definite arrangements can well be entered into until the exact works to be undertaken have been laid before Government.

From JOHN WESTWOOD, Esq., Secretary of the Madras Irrigation and Canal Company, to
Lieutenant-Colonel HUGH CALVELEY COTTON, Chief Engineer, dated London,
18th November 1859, No. 11.

The Directors have desired me to acknowledge the receipt of your first and second Reports, dated 20th September last and 10th ultimo, and also your letter of the 13th ultimo, and to convey to you their great satisfaction at the promptitude and energy you have displayed in most usefully occupying the period which intervened between your arrival at Madras in July and your receipt of their official instructions in October last. The anticipatory investigation

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for the month of March 1860.*

you have thus been enabled to make and the information you have procured, are very satisfactory, and will be of great service to you in your general investigation.

2. Looking to the fact that your present proceedings are, by the Instructions already in your hands, confined to a general investigation of the entire scheme comprised within the Toombuddra project, to the preparation of a Report for submission to Government of that scheme, and of the outlay of which it may safely be relied on will not be exceeded in its construction (though without detailed estimates), to the selection of the most eligible portion of the works to be first constructed, and to the preparation of working plans and detailed estimates of that portion,—the Directors believe it to be at present unnecessary for them to enter into a full consideration of your Reports, inasmuch as having been written before you were in possession of specific instructions, they necessarily represent a mere sketch of your present views regarding a section of the scheme only, and may be modified when brought into connection with the investigation into the features and extent of the whole undertaking. They, however, deem it desirable that you should be put in possession of their views regarding several of the matters to which you have adverted, and also upon other points not perhaps dealt with sufficiently fully in their previous Instructions.

3. In the first place, it is necessary that you should be informed that Mr. Frederick A. Agnew has been appointed by resolution of the Board of Directors, the Manager and representative of the Company in India, and that full Instructions have been forwarded to him for his guidance as to the duties to be attached to such office; and in order that you may lend your aid in carrying out those Instructions as effectually as possible, I send you a copy thereof. Mr. Agnew's appointment will relieve you of considerable labor, and enable you to confine your attention for the future solely to the progress of the desired general investigation and survey.

4. The Board consider it most desirable that in determining the nature and extent of their intended works you should deal with the whole scheme as sketched in their letter of the 6th June 1857, previously sent to you, and further explained in the Report of Colonel A. Cotton of the 18th May last to the Madras Government, and this irrespective of any proposed completion by the Government of the communication between Nellore and Madras; in other words, they desire that direct communication with Madras should be considered by you in accordance with the views expressed by Colonel A. Cotton in the Report just mentioned, as a part of the works to be undertaken by this Company, the more especially as they believe this will be in accordance with the wishes of Government. Upon this point it is necessary to call your attention to the 10th paragraph of previous Instructions, and to suggest that it may be advisable you should not only consider and report upon the expediency of making use of the Pennair River as a main water channel, or, as recommended by Captain Collyer, of constructing a Canal through the Nellore District, using the Pennair as a source of supply only, but that you shall, in determining the course of such canal (if you should decide thereon), ascertain whether it will not be advisable to carry it from the Pennair in a South-easterly direction to that part of the Pulicat Lake from whence its navigation to Madras is free from obstruction, viz., near to Súlurpet; but in this you will of course be guided by the character of the district which would be thus traversed, and whether it contains a large area of good land requiring irrigation, and, therefore, likely to prove remunerative.

5. You will also consider yourself at liberty in prosecuting your Survey and forming your Report to treat the Mâri Tank as belonging to, and forming part of, the scheme to be constructed by this Company, if you deem it desirable to do so.

6. The Directors cannot impress upon you too forcibly the high importance of selecting for first construction that section of the scheme which will certainly render the most prompt and satisfactory returns upon the capital expended thereon; and that, if necessary, the more regular order of construction may, in this respect, be very properly passed over in order to secure these advantages.

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7. With reference to the formation of your Engineering Staff and the procuring of other necessary assistance, the Board, as I have already informed you by letter, have appointed five Executive Engineers and one Assistant Engineer from this country. The whole of these will be with you by the middle of January, and it is the intention of the Directors to elect two others, and to despatch them to Madras at the earliest opportunity. Every possible precaution has been and will be adopted in making these appointments, and the Board believe that you will find the gentlemen selected to possess very superior qualifications and well calculated to render you much efficient and scientific assistance. Adopting as your guide the salaries agreed to be paid in these cases, you will be good enough, in consultation with the Manager and with the approval of Government, to procure locally such other assistance as you may require taking care that all your appointments are carried out in conformity with the Instructions forwarded to the Manager at Madras. Should you deem it necessary that further professional assistance should be forwarded to you from England, you will so inform the Board.

8. The Government having already constructed an Electric Telegraph from Madras to Kurnool by way of Bangalore, Bellary and Gooty, the Directors are of opinion that it will be amply sufficient for all purposes of communications with Madras. They consider, however, that it may become necessary that this medium of communication should be continued through the immediate locality of the works of the Company, and they, therefore, authorize you, with the concurrence of their Manager and the Government, to incur the requisite expense for that purpose at the proper time.

9. The Board fully approve of your proposed plan of causing all Stores, &c. to be conveyed to the locality of the works by Sea to Cocanada, and from thence by Canal to Bezwara; and they trust that the Government will authorize the repair of the road, referred to by you, in the Dornál Pass upon proper representations being made by their Manager in addition to those you have forwarded.

10. Assuming that after further investigation and bearing in mind the observations before made with regard to the production of prompt returns, you continue of opinion that the project you have sketched for providing irrigation and navigation to the Valley of the Koondaur is the most eligible section for first construction, the Directors concur with you in the expediency of forming a Head Settlement with work-shops, &c., which may be used as a Sanitarium for their employees, but they are desirous that it should be selected at a spot as readily accessible as possible and near to the principal operations, which will, they assume, be at the locality of the proposed cutting between the points B and C on the map accompanying your Report. It will, however, of course be necessary that every detail should be embraced in your Report, both with reference to this and the other parts of the project; and in making the required investigation you will be good enough to omit nothing which will enable the Board to judge correctly of the character of each and every portion of the entire work as laid out and recommended by you.

11. The most careful consideration will be given by the Board to any request or indent you may make upon them for Stores sanctioned by the Manager and Government, and it will be their endeavour to provide you with all necessary aid of every kind to enable you to prosecute your labors with promptitude and efficiency.

12. It is proper that I should state for your guidance that no portion of the capital now authorized to be raised can be applied to the construction or providing of vessels of any kind for navigating the Rivers opened, or the Canals constructed. All moneys required for this purpose will have to be raised separately; and in order that the Board may properly decide upon the expediency of adopting the business of carriers on the water communication created by their works, it is most desirable that every information should be procured by you, not only regarding the required amount of expenditure for Boats, &c., but as to the best kind of vessel to be employed, together with every other particular connected therewith, as also the times at which the

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several portions of such water communication will be in a state of completion sufficient to warrant the introduction of such vessels thereon. This matter had better form the subject of a separate Report from you, although it will necessarily be taken into consideration to some extent by you in planning the intended works and in selecting the first section thereof.

13. The Manager will adopt all proper measures for carrying out the necessary arrangements with Government regarding that part of the project which will affect the Nizam's Territory.

14. Such of the other matters contained in your Report as may require future consideration will form the subject of other communications to you. I may, however, add that the Board consider your suggestions regarding a provision for the Company's Engineers as well worthy of consideration and they fully appreciate the sound motives which have produced them.

No. 140. ORDER THEREON, 31st March 1860, No. 665.

With this letter the Consulting Engineer sends up with his remarks, copy of some Instructions sent by the Board of Directors of the Madras Irrigation Company to their Chief Engineer.

2. The first point noticed by Captain Rundall is the completion of water communication between Madras and the Pennair. On this the Government have to remark that they have included the extension of the northern Canal from Dúrgarázapattnam to Kistnapatam in the Budget for the year 1860-1. They see no reason to modify their Order of the 7th December 1859, No. 2,848, or to countenance, at present at least, the project of a high level Canal from the Pennair to the Pulicat Lake.

3. The project of the Mári tank referred to in paragraph 6 will be separately considered.

4. The Government have as yet received no report from the Chief Engineer respecting the Mantarála or Dornál Pass, to the effect stated in paragraph 8. In now communicating the present papers, the Government will intimate to Colonel Bell that they consider it desirable that the Pass should be completed as directed in the Order of 22nd December 1859, No. 2,973; and that if 2,000 or 3,000 Rupees is necessary for the purpose, in addition to the 6,000 Rupees and that if 2,000 or 3,000 Rupees is necessary for the purpose, in addition to the 6,000 Rupees then granted, they will be prepared to give it. Whatever may be ultimately determined as to another line, and on that the Government will be glad of Colonel Bell's opinion; it is clearly well worth while to complete the Mantarála Pass at the small outlay still required; the new Pass could not certainly be fit for use for several years to come. The District Engineer should be instructed to proceed vigorously with the Mantarála Pass as soon as the season permits.

5. The result of Lieutenant Montgomerie's experiments on the best form for Canal Boat will be communicated to the officers of the Company; but the Government do not wish to put on the Company any part of the cost of the investigation.

6. The matters noticed in paragraphs 7, 9 and 10 are proper subjects for correspondence between the Board and its officers, but in which at present the Government need not interfere.

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

Printed
enclosure
From

Captain J. H. Randall, Engineer
Consulting Engineer, Irrigation &
Canal Company

To

The Secretary to Government
in the Rev. & Pub. Work Departth
Fort. St. George

Sir

1 I have the honor to submit for
the information of Government the accompanying
copy of Instructions sent by the Board to their
Chief Engineer.

* 1. Letter

2 The first point calling for notice
is the remark contained in Para. 4, wherein the
Chief Engineer is directed to deal with the whole
Scheme "irrespective of any proposed completion
by the Government of the communication between
Mellore & Madras." & "believing that direct com-
munication with the Presidency is in accordance
with the wishes of Government."

3 In their order N^o 2848 of the 7th December last
the Government considered the question of the
completion of the Northern Canal to Mellore &
ruled "that it was not desirable to entrust its
execution to the Irrigation Company" first "as it
would tend to break up a continuous line of
navigation of about 450 miles into distinct systems
of control" and secondly that it would be "tantamount to surrendering all the Irrigation derivable
from

from the South end of the Pennair Annicut "but that as the Company had a just claim upon the Government for the early completion of the Canal to Durgowazpatam; preference should be given to the construction of this section of the Canal, if the proposal to appropriate the Company's funds to the execution of productive works should be approved."

4. On the 9th ultimo I submitted a request from the Agent to be informed, in the event of the Report current in the newspapers that the Secretary of State had refused to endorse the views of Government regarding the appropriation of the Company's funds proving correct, what steps would be taken to carry out the Northern Canal. I likewise alluded to the Instructions at present under review, and recommended that the Company should be allowed to carry out the proposed line to Sooloorpet.

5. Direct communication with Madras is essential for the success of the Scheme and if Government are not prepared themselves to complete the Canal as far as Mellore there are only two alternatives — either to allow the Company to execute it, or else carry out another & higher Canal from the Pennair about 50 miles above Mellore, leading it in a South easterly direction to Sooloorpet. By this work a very large area would be supplied with certain means of Irrigation, and a more direct line of navigation be secured. In the former case the Irrigation from the Pennair Annicut on the Southern side would have to be given to the Company, who

must of course bear a proportion of the cost of the Annicut. I thought the Government have expressed their objection to this measure yet as the present financial difficulties will probably postpone its completion indefinitely, it would be better, rather than leave the work unfinished, to let the Company undertake it on the understanding that the Government might repurchase the works whenever they may find it expedient to do so. By the latter arrangement, the Irrigation from the Pennair Annicut would not be interfered with, while the supply of water required for it could be discharged through under sluices in the dam. The register of water kept at the Mellore Annicut, a copy of which was sent me by the District Engineer, shows the quantity now available for the Irrigation in each month of the year and it will only be necessary to see that this quantity is duly supplied before any is drawn off by the Company's Canal. As it is however of great importance that the communication should be opened as speedily as possible, the completion of the Durgowazpatam Canal is in any case desirable, & it will prove of considerable benefit to Government by bringing a much larger traffic into Cochrane's Canal and so adding greatly to its revenues.

6. The next point to be noticed is para 5. as stated by me in my report on my late tour the Project of the Maury Tank had been investigated

investigated and a letter on the subject addressed to the Commissioner by the Company Chief Engineer. But as the Reservoir forms an essential feature in the Bellary portion of the Project and is proposed to be undertaken by the Company on a much larger scale than the Mysore Government could afford or require, while they at the same time are prepared to secure all the advantages which that Government desired to reap for themselves, I would suggest the propriety of the subject, being ^{thus} represented to the Commissioner.

7- With respect to the instructions in para 8 however, I would beg to observe that this Board are evidently not aware of the importance that a distinct line of Telegraph for their own works will prove. What is wanted is not terminal but intermediate communication. In a work extending over so great a length it is most essential that there should be the means of giving and receiving instantaneous reports. The Government line could only be available whenever not otherwise occupied. Besides which it would not serve the purpose as it could only be worked at the several stations. With the Company's own line, there would be portable batteries and Stations opened along it wherever and whenever required. The expenditure and cash balance in each Officer's chest could be nightly reported and a most effectual check be kept by the Head Office on the district expenditure. It is only necessary therefore that the Chief Engineer should use his discretion with the permission given in the concluding part of the paragraph and erect the Telegraph as of act as his working parties now

distributed

8- With respect to para 9, I find from the Chief Engineer D. P. W. that the District Engineer of Kurnool has reported that not only will the sum of Rupees 1000, entered in this year's Budget, be insufficient to clear the Dorinal Pass for the passage of Bandies, but that he recommends that the Govt. shall not lay out any more money on the present line, as a better one can be selected, and that the Company instead shall improve this portion at their own expense. If, as is probable, this new line may come under the operation of the Restriction orders, I would beg to recommend that the additional 2000 Rupees required may be sanctioned & that the Company be asked if necessary to advance the money so as to allow of the work being carried on without delay for want of funds.

9 The observations in Para 12 would seem to imply that the Board are not aware that it will be necessary for them to have a fleet of Boats & Steam power to aid in the construction of their works & quite independent of their proceedings as carriers.

10 As soon as ever they have a few miles of

of water communication opened, they will require
to have boats upon it for the carriage of materials,
just as much as they now require Bandies on
the common road or waggons on their Tramways.
& therefore it will be necessary for the Chief Engineer
to take early steps to ensure their being built by the
time any portion of the Canal is ready.

11. As respects the best form of Boat
to be employed, the experiments now being carried
by Lieut. Montgomerie under Captain Haig & at
Col. Colton's suggestion at Dowlaiream will
prove of much value to the Company, who might
be asked to pay a share of the expenses, in considera-
tion of being furnished with the results of the
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garding such works as affect ^{the} H. H. Nizam's Ser-
vice, it appears to me no definite arrangements
can well be entered into, until the exact works
to be undertaken have been laid before Government.

Irrigation & Canal
Consulting Eng^r Office
Madras.
3^d March 1860.

I have the honor to be
Sir
Your most obed^t Servant
F. T. Pundall Capt^r
Consulting Engineer for
the Irrigation & Canal
Company.

Mr Department

N^o 65-

Proceedings of the Madras Government
Under date the 31st March 1860.

Read the follow-

ing letter from Captain
J. H. Randall, Consult-
ing Engineer Irrigation
and Canal Company.

Submits for the information
of Government copy of Instructions
sent by the Canal and Irrigation
Board at London, with his re-
marks thereon.

(Here enter 3^d March/60
N^o 52)

With this letter
the Consulting Eng^r
sends up with his remarks,
copy of some instructions
sent by the Board of
Directors of the Madras
Irrigation Company to
their Chief Engineer.

2. The first point
noticed by Captain
Randall is the com-
pletion of water com-
munication between
Madras and the Ponnai.

On this the Government
have

Com 10th December/59 at 7:45 PM
10 March/60 18-29

Received from the
31st March 1860
Copy of Instructions
sent by the Board at
London 391.

From

Captain J. H. Randall

Consulting Engineer

Irrigation and Canal Co.

To the Secretary to Government

with Mr J. H. Randall

and Mr J. H. George

Dated 3rd March 1860

(Recd. 64)

Enclosure 1

Submits for the in-

formation of Gov^t copy of

Instructions sent by the

Board at London, with his

Remarks thereon -

19/3/60

1865. 31st March

19 March 1860

have to remark that they have included the extension of the northern Canal from Puzharapattanam to Kistnapatam in the Budget for the year 1860/61. They see no reason to modify their order of the 7 December/59 ²⁸⁴⁸ N^o 2484 or to countenance at present at least, the project of a high level canal from the Pennair to the Pulicat lake.

3. The project of the Kari tank referred to in para 6 will be separately considered.

4. The Government have as yet received no report from the Chief Engineer respecting the Mantarala or Dor. mal pass, to the effect stated in Para 8. In now communicating the

the present papers, the Government will ^{intimate} ~~inform~~ to Colonel Bell that they consider it desirable that the pass should be completed as directed in the order of 22 Decr/59 N^o 2473; and that if 2000 or 3000 Rupees is necessary for the purpose in addition to the ^{Rs.} 600 then granted, they will be prepared to give it. Whatever may be ultimately determined as to another line, and on that the Government will be glad of Colonel Bell's opinion, it is clearly well worth while to complete the Mantarala Pass at the small outlay still required; the new pass could not certainly be fit for use for

for several years to
come. The District
Engineer should be
instructed to proceed
vigorously with the
Mantana Pass as soon
as the season permits.

The result of
Lieut. Montgomery's
experiments on the
best form for canal
boats will be commu-
nicated to the Officers of
the Company. But the
Govt. do not wish to
put on the Company
any part of the cost
of the ^{investigation} ~~experiment~~.

The matters
noticed in Paras 7, 9, & 10,
are proper subjects
for correspondence
between the Board
and its Officers, but

Para 11

in which at present
the Government need
not interfere -

JAH

Wanted to see the
water to take the 2-2-10
has been deposited in that creek
he had intended to take
water to take the 2-2-10
Subsiding the Chief Engineer
he has been in the 2-2-10
10 Copies

Consulting Eng^r for the Navigation Company
Chief Engineer

2-12

5

have been the
of the two
one under
JAH

Comp. Remd

Copy in a Letter to England
of 19th June/60 No. 41.

Public Works 1860 Department.
Pro: of Govt 31st March

No 665.

Pro: of the Madras Govt.
of 31st March/60.

From Capt. J. H. Pundarik
Eng. for Irrigation Works
of 17th April/60 No 938 m

From D. of 19th April/60 No 960
in No. 30 of 1st April/60
No 5859

Remarking that Govt.
have included in the Budget of
1860-61 the extension of the Northern
Canal from Durgarajapatnam
to Kristnapatnam and that they see
no reason to countenance the pro-
ject of a high level Canal from
the Pennair to the Pulicat Lake and
directing the early completion of the
Mantapala Pass.

No 139 + 140