M.R.O. 1—77,006—8-6-37.

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(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

G.O. No. 1530 Press / Mis.

208-207

Dated 12. 8. 1861.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 12th August 1861.

No. 208. Read the following letter from Lieutenant Colonel W. I. BIRDWOOD, Deputy Chief Engineer, in charge of Central Office of Public Works, to J. D. SIM, Esq., Secretary to Government, dated Chepauk, 10th July 1861, No. 2,518 :—

SIR,

1. Agreeably to authority conveyed in Proceedings of Madras Government, marginally noted, I have the honor to report that Captain Rundall, Acting Deputy Chief Engineer, Northern Circle, proceeded to Nellore, leaving Madras on the 11th ultimo, and returning on the 6th instant, and has submitted the accompanying report on the Pennár Anicut, Eastern Coast Canal, and other works visited by him.

1 Original report from Captain Rundall, dated 25th June 1861.
1 Sketch.

2. Captain Rundall reports on the works connected with the Anicut, and bestows high encomiums on the Executive Officers in charge for the very creditable manner in which the project has been thus far carried out.

3. The new cut forming the head of the Survapalli Channel, the Range Office, Store-yard, and Workshops ; the large tank at Nellore, and the groynes intended for the protection of the river embankments are favorably reported on.

4. The Workshops, I regret to find, have not paid their expenses, Rupees 3,786-7-0 remaining outstanding as an irrecoverable advance, being the amount short charged on articles manufactured, or 6 per cent. on their value ; this will be made the subject of a special appeal to Government for permission for its being written off to "Profit and Loss," which apparently is the only possible way of disposing of the matter.

5. A small Iron Ferry Boat has been built at these Workshops at a cost of Rupees 180, which Captain Rundall speaks highly of, and suggests that similar boats should be constructed for the passage of rivers, as more suitable and more durable than wood.

6. Captain Rundall inspected the Steamer "Thistle" as directed, and states that she cannot proceed North until after the monsoon, and requires re-caulking and fitting for a sea voyage.

7. The line of East Coast Canal as far as Dúgarázpatám, has also been inspected as directed, and the result of the soundings taken throughout the line, given. The Acting Deputy Chief Engineer remarks that the annual allowance for the last twelve miles, now only 100 Rupees per mile, should be doubled, and the Canal deepened from two to three feet at low water, and for the latter purpose proposes, that the small Dredge lying in the Cúam, and ordered out from England, expressly for this Canal, should be despatched to Dúgarázpatám.

8. Captain Rundall urges also the advisability of the Presidency Terminus being removed to a more central position, which would undoubtedly greatly benefit the Canal traffic ; but I fear all thought of this improvement must be set aside, until the restriction on expenditure is removed, as it would involve a heavy outlay.

9. In connection with the Canal, Captain Rundall remarks on the unadvisibility of the present monopoly of the Shedincottah jungles ; for firewood sold now to the community at Madras for 12 and 13 Rupees per ton, costs the monopolist 3-4-0 per ton only ; he suggests that the Government jungles, or a part, each year, should be thrown open, and the Revenue now derived from the jungles being made up by a corresponding or even higher rate per ton brought to Madras.

10. The extension of the Canal to Kistnapatam, as soon as possible, is also advocated by the Acting Deputy Chief Engineer, in order to bring it within reach of Nellore (a distance of 15 miles) where the produce of a large tract of country seeking an outlet to Madras is collected.

11. The traffic for the past year, along the short distance now opened, amounted to 1,72,384 tons, exhibiting an increase of 45,300 tons above that of the previous year, and exclusive of all up-traffic.

From Captain F. H. RUNDALL, Acting Deputy Chief Engineer, Northern Circle, to Lieutenant Colonel W. I. BIRDWOOD, Deputy Chief Engineer, in charge of Central Office Public Works, dated 24th June 1861 :—

SIR,

1 Sketch.

1. I have the honor to submit for your information the following report on the Pennár Anicut and other works inspected during my visit to Nellore.

2. Leaving Madras at noon on the 11th I reached Nellore by the morning of the 13th; and, accompained by the District Engineer, immediately proceeded to the site of the Anicut where I met Mr. Sage, the Officer who has had the immediate executive charge of the work during its re-construction, on the design recommended by Colonel Sir A. Cotton.

3. The Anicut, as it now stands, consists of a front retaining wall 9 feet high with a top width of 5 feet, protected by an apron 150 feet broad composed of massive rough stone blocks carefully laid on edge, stones of smaller size being tightly wedged into the intervening spaces. This apron for a length of 33 feet immediately in rear of the front retaining wall is intended eventually to be on a level with it, but for the present year has been left 1 foot lower. At this length, a second masonry retaining wall, 3 feet broad and 4½ feet deep, runs along the whole length of the apron, which from this point has a slope of 3'6" in a length of 28'0", where a third retaining wall has been built. Below this wall the apron has been laid in the same massive manner for a width of 73'0". A further width of 90 feet has to be added, of which the executive officer expects to be able to finish 30 feet during the present month. When finally completed, the Anicut will have a width of 240 feet on a slope of 1 in 20, for though the front retaining wall is 9 feet high above the original bed of the river, the bed below the Anicut has been lowered 3 feet, making the difference between it and the crown of the Anicut 12 feet.

4. The accompanying sketch represents the profile of the work as at present executed and the portion of apron still remaining to be done. The north under-sluice has not yet been commenced, as there would not have been time to complete it before the arrival of the heavy freshes. The Anicut at this portion retains its original stepped section, but the lower steps have all been filled in to the height of the upper step backed by a massive apron similar to the rest of the work. The iron posts for receiving the shutters had been fixed for about two-thirds of the length of the Anicut, but on inquiring into the number of days that it would be possible to make use of the shutters, I found there would be so few, owing to the rapidity with which the river rises and falls, that I considered it desirable to order their removal, as they not only present additional obstruction, but are very liable to be wrenched out and carry with them the stones in which they are imbedded, and so cause considerable injury to the work.

5. The front retaining wall is protected on the up-stream side by a mass of rubble and quarry rubbish 7 yards in width. Groynes have also been run for a length of 13 yards, but I directed them to be kept as low as possible as I am doubtful of their utility except in the immediate vicinity of the under-sluices.

6. From the Anicut I proceeded to the quarry, and found Mr. Sage's arrangements most satisfactory. There were about 350 people at work, and the measures adopted to secure a proper quantum of work from each set of laborers were excellent. Mr. Sage speaks very highly of Mr. Wiffin, the Overseer in charge of the quarrying operations. The daily quantity quarried and carried to the Annicut is from 300 to 350 tons. The rock is mostly pure quartz; small pieces of gold have been found therein, but in such minute quantities as not to be worth the trouble of searching for it.

7. On the previous day another sarcophagus had been discovered. It was similar to the former already described to Government, but smaller.

8. The Pottery, &c., found with it, together with the sword blade and other relics I have brought with me for deposit in the Museum.

9. These tombs consist of a shaft sunk in the top of the hill about 10 feet in depth and 6 feet in diameter; the coffin composed of pottery is laid at the bottom, and on and beside it are placed drinking vessels of the same material and of brass, together with weapons; but there is no trace of any inscription or coins.

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10. The total expenditure up to the date of my inspection was Rupees 1,03,000. The estimate will, if the present rates of working continue and the value of the plant be credited, prove sufficient for its completion.

11. The manner in which the work has been executed is highly creditable to Mr. Sage, and adds to the reputation he had previously acquired as an able Executive Officer; and I would beg to bring his name prominently to the notice of Government for promotion in the Department.

12. After inspecting the Anicut, I proceeded along the new cut forming the Head of the Survapalli Channel. Two bridges and one Syphon Sluice have been built on this Channel, and a second Syphon Sluice is in progress.

13. These works have been carefully constructed under the superintendence of the Range Officer, Captain Ritherdon. This Channel has silted up for a short distance below the first Bridge on the Nabopett Road, so that, though there are 3'6" of water entering the Head Sluice, there was none flowing down the Channel. This deposit I ordered to be cleared out immediately.

14. I next inspected the Range Office, Store yard, and Workshops.

15. The latter have proved useful; but from want of proper supervision have hitherto worked expensively. A portable engine with shafting has lately been fitted up to drive a powerful lathe, saw mill, and fans for the blacksmith's fires. A punching and a drilling Machine should be added, and the Workshop will then be able to turn out such work as is required in the District better and cheaper than hitherto.

16. A sum of Rupees 3,786-7-8 is standing out in the unadjusted advances as irrecoverable being the amount short charged on the articles manufactured; but as it amounts only to 6 per cent. on the total value, I beg to recommend its being written off to "Profit and Loss," and its being removed from the head of "Advances" in the District Engineer's accounts.

17. A small Iron Ferry Boat adapted for conveying Passengers across rapid rivers like the Pennár has been built in the Workshop at a cost of only Rupees 180. I would recommend similar boats being placed on all the rivers and backwaters in the Nellore District, as being more suitable and lasting than any wooden boats can be.

18. While at Nellore I took the opportunity of inspecting the large tank, on which there has been a considerable outlay for some years past in renewing the revetment, raising the bund, and securing the banks of the supplying channel, which has hitherto been continually breached.

19. The revetment is made with squared blocks of Laterite which give the tank a neat appearance, and will doubtless prove an effectual protection against the action of the waves.

20. The aggregate expenditure during the last five years has amounted to Rupees 47,331, being an average of Rupees 9,466 per year. In one of these years, 1857-58, a cyclone occurred, and in the next, heavy floods in the river, both of which entailed serious injuries.

21. The highest revenue of the Tank is Rupees 29,465. Hereafter a much smaller annual expenditure ought to suffice.

22. From the tank I proceeded to the river to inspect the site of the groynes erected for the protection of the embankment. The groyne made last year has had a good effect in accumulating sand both above and below, and in deflecting the current towards the centre of the river.

23. The groynes to be constructed this year will complete the protection required.

24. I next inspected the Steamer "Thistle," and gave directions for her being placed in a more favorable position for being dropped over the Anicut on the occurrence of a sufficiently high fresh, which may possibly occur in July, and of which advantage will be taken. She cannot, however, proceed to the North, until after the North East Monsoon when the Bay is smooth. She will also require to be re-caulked and to be fitted for a sea voyage. The alterations which were made with a view to increasing the quantity of steam and diminishing the slip of the paddles have been carried out at a cost of Rupees 362-8-9.

25. Agreeably to the instructions of Government, I likewise examined the whole line of the East Coast Canal as far as Dúgarázpatám, taking soundings all the way. From the Basin as far as the Lock at Shediancoopum, the water is lower than I have seen it before this year; there was, however, still 2½ feet at the shallowest place, and this depth would be increased by 1 foot at the next spring tides.

26. From the Lock there is deep water as far as the cut at the salt pans, on from the 6th to the 13th mile; in this cut the depth varies from 3 to 4 feet; from thence as far as the 17th mile, the least depth was 2'8" and that only for a few yards. In the 18th mile there is a shoal of soft mud with only 2'2" over it at half tide; from thence to the 25th mile at Pulicat there is not less than 3 feet of water.

From Pulicat to Kasba at the 45th mile the navigation lies through the Lake in which there is abundance of water. From Kasba to Dúgarázpatám the depth varies from 2" to 2'9" at low water.

27. The last 12 miles of the Canah require more attention than has yet been bestowed on them.

28. The annual allowance has hitherto been only 100 Rupees per mile. This should be doubled, and the Canah deepened from 2' to 3' feet at low water.

29. For this purpose I would recommend the small Steam Dredge which was ordered expressly for this Canal, but which is now lying in the Kúam, being despatched to Dugarazpatam, and placed under the charge of the District Engineer of Nellore, to whom I gave instructions regarding it. Fuel being much cheaper there than at Madras, the Dredge ought to be profitably worked, and if properly managed should keep that portion of the Canal clear to a depth of 3 feet at low water throughout the year.

30. Lieutenant Smith of the Engineers, in charge of that portion of the Canal included in the Nellore District, accompanied me on my return; and as it was desirable that he should see the Dredge worked, and make provision for its transport from Madras to Dúgarázpatám, I brought him to Madras with me.

31. On the whole I consider the Canal is in very fair order. Between Kasba and the Terminus at Madras the traffic is very large; beyond that it is not at present great, but Lieutenant Smith says that traffic is now finding its way by the road from Gúdúr to Dúgarázpatám, and is there shipped instead of at Tudda, the Port on the Pulicat Lake near Sooloorpett, as hitherto.

32. While on the subject of the Canal, there are three points I would beg to bring to the notice of Government:—

(1.) The desirability of having the Presidency Terminus more in the heart of the city. An enclosed Wharf and landing steps were constructed between Saint Mary's and Saint Andrew's Bridges three years ago, but apparently some cause is operating to prevent Boats unloading there. Perhaps if an inducement were held out in the way of a diminished toll on all Boats unloading at Saint Mary's Wharf, it might have the desired effect. The present unloading place is most inconvenient, being situated at the extreme end of the city, and involving a large additional cost of cartage, which might be avoided were a more central Store established.

(2.) The enormous price at which firewood is now sold, attributable almost entirely to the monopoly established by renting the Jungles at Streeharricotta to one individual.

The right of renting is put up to public competition, but the enormous profits which are being derived would indicate that some change is required; for it is impossible that so fruitful a source of gain should continue to be purchased for a comparatively trifling sum. The quantity arriving at Madras and paying toll amounts to about 25,000 tons, and the selling price is 12 to 13 Rupees per ton.

	Rs.	A.	P.
The cost of cutting is about	0	8	0
The Government Rental	1	0	0
The Toll on the Canal...	0	4	0
The freight at half Anna per ton per mile	1	8	0
Total per ton.	3	4	0

From whence it will be seen what enormous profits must accrue to the Contractor at the expense of the community. One remedy to overcome this would be to throw open the Government portion of the jungle, and if the Revenue now derived is still to be retained, the value might be collected at a corresponding rate per ton brought to Madras. This plan would at all events break the neck of the monopoly, and as a natural consequence, effect a reduction in price more corresponding to the actual value of the firewood. It would at all events lessen the cost of working Steam Machinery, which the present high prices of fuel render almost prohibitory.

(3.) The desirability of extending the Canal, at all events to Kistnapatam as soon as possible, in order to bring it within easy reach of Nellore where the produce of a large tract of country seeking an outlet at Madras is collected.

The traffic of the past year along the short distance now open, with a terminus at a fishing village and an unfinished connexion with the Trunk Road, amounted to 1,72,384 tons, and being an increase of 45,300 tons over that registered last year and exclusive of all "up" traffic. With the terminus at Kistnapatam, only 15 miles from Nellore with which it is connected by a good road and with an unbroken line of good navigation for 100 miles to the Presidency, the traffic in goods and passengers will be very great.

The estimate for the portion between Dúgarázpatám and Kistnapatam, a length of 22 miles, is Rupees, 1,39,665.

No. 209. ORDER THEREON, 12th August 1861, No. 1,530.

1. With this letter the Officiating Chief Engineer submits the Acting Deputy Chief Engineer, Captain Rundall's report of the result of his inspection of the Anicut and other works at Nellore, of the Eastern Coast Canal from Madras to Dúgarázpatám, and of the Steamer "Thistle" at Nellore.

Paragraph 11. 2. Captain Rundall's account of the Anicut and works at Nellore is very satisfactory. The Government notice with satisfaction the high terms in which he speaks of Mr. Sage, the Executive Officer, and of Mr. Wiffin, the Overseer in charge.

3. The Workshop is said to have worked expensively from want of proper supervision, and there is an unadjusted balance of Rupees 3,786 against it, being the amount stated to be undercharged for work done. The Chief Engineer promises to report separately on this. The Government desire that he will, at the same time, afford fuller information of the Workshop, its cost, and capabilities with reference to the wants of the District. Some additional machinery is proposed by Captain Rundall, but Colonel Birdwood does not state whether it is in store, or whether looking at the kind of Workshop required, it would be desirable to supply it.

Paragraphs 15 and 16.

Paragraph 15.

4. The Steamer "Thistle," it is reported, will probably get below the Anicut in the course of this month. She requires re-caulking, and cannot proceed to the North until after the North-East monsoon. The Government observe that the Irrigation Company are to bear all her expenses until her return to the Kistna.

Paragraph 24.

5. Captain Rundall reports the Canal "in very fair order." The minimum depth of water when he passed along it was 2 feet. He recommends that the annual allowance for the last 12 miles should be raised from 100 to 200 Rupees per mile, and that the small Steam Dredge originally intended for the Canal, but till lately lying in the Kúam should be sent up. The Government observe that this has been done already, and a grant of 110 Rupees made for the establishment required for working the Dredge. The Chief Engineer will give his opinion on the proposal to double the maintenance allowance.

Paragraphs 27 and 28.

18th July 1861, No. 1,328.

Paragraph 3.

Captain Rundall makes three suggestions in connection with the Canal :—

I. That a more centrical Terminus should be provided. This has already been done ; but the people, it is understood have not availed themselves of it, owing to deficiency of water in the river and from other causes. The Collector of Madras will now be requested to report to what extent the merchants have since availed themselves of the new wharf.

II. The abolition of the system of renting the fire-wood jungles of Streeharicottah. The question has been repeatedly considered by Government, and it was ultimately decided that one-eighth of the jungle should be annually rented out to the highest bidder. Captain Rundall says the wood sells for 12 to 13 Rupees per ton, and costs only 3¼. He gives the quantity imported as 25,000 tons, so that the renter's profit must be about two lacs of Rupees per annum ! The Government apprehend that there must be some error in this calculation. The Military Board in 1852 reckoned the consumption of Madras at 98,000 tons annually. If 25,000 tons only come from Streeharicottah, upwards of 70,000 must come from other quarters, and it may safely be assumed that the price of firewood is regulated by the cost at which *this* part of the supply can be provided. It is some time since Government had any information on the Streeharicottah jungles and they desire the Board of Revenue to furnish a report on them and the firewood supply of Madras with reference to Captain Rundall's remarks on the subject.

III. The extension of the Canal to Kistnapatam, 22 miles. The plans and estimates have all been forwarded to the Home Government, whose decision must be awaited.

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

Public Burton

Central Office 1th
Chepauk
10th July 1861

No 2518—

From

Lieut. Col. H. D. Birchwood
Depty Chief Engineer in charge
Central Office P.W.D.

To

J. D. Sim Esquire
Secy to Government P.W.D.
Fort St George

Public Sir,

Agreeably to authority conveyed in Proceedings of Madras Government, marginally noted, I have the honor to report, that Captain Rundall Acting Depty Chief Engineer Northern Circle, proceeded to Nellore, leaving Madras on the 11th Ultimo, and returning on the 6th Instant, and has submitted the accompanying Report on the Pennair Anicut, Eastern Coast Canal and other works visited by him.—

Captain

× 8th June 1861 No 1070

2. Captain Rundall Reports on the works connected with the Ancut and bestows high encomiums on the Executive Officers in charge, for the very creditable manner in which the Project has been thus far carried out.

3. The New Cut forming the Head of the Surrapully Channel, the Range Office, Store yard, and Workshops, the large Tank at Nellore and the Groynes intended for the protection of the River Embankments are favorably reported on.

4. The Workshops Dregreh to find have not paid their expences. Rupees 3786.7-9 remaining outstanding, as an irrecoverable Advance, being the amount short charged on articles manufactured at 6 per Cent on their value; this will be made the subject of a special appeal to Government, for permission for its being written

written off to "Profit and Loss" which apparently is the only possible way of disposing of the matter.

5. A Small Iron Ferry Boat has been built at these Workshops at a Cost of Rupees 180, which Captain Rundall speaks highly of and suggests that Similar Boats should be constructed for the passage of Rivers, as more suitable and more durable than wood.

6. Captain Rundall inspected the Steamer "Thistle" as directed, and states that she cannot proceed North, until after the Monsoon, and requires Re-caulking and fitting for a Sea voyage.

7. The line of East Coast Canal as far as Dupurazapatam has also been inspected as directed and the result of the Soundings taken throughout the Line, given. The Acting Deputy Chief Engineer remarks that the Annual allowance for

for the last 12 miles, now only 10 Rs. per Mile, should be doubled, and the Canal deepened from 2 to 3 feet at Low water, and for the latter purpose proposes that the small Bridge laying in the Comm. and ordered out from England expressly for this Canal, should be despatched to Vizagapatam.

8. Captain Rundall urges also the advisability of the Pearling Vermino being removed to a more Central position, which would undoubtedly greatly benefit the Canal traffic, but I fear all though this improvement must be set aside until the Restriction or expenditure is removed, as it would involve a heavy outlay.

9 In connection with the Canal, Captain Rundall remarks, on the undesirability of the present monopoly of the Shurmeottah jungles, for forwarding Salt now to the Community at

at Madras for 12 and 13 Rupees per ton, cash the Monopolist 3-4-0 per Ton only; he suggests that the Government jungles, or a part each year, should be thrown open, and the Revenue now derived from the jungles being made up by a corresponding or even lighter rate per Ton, brought to Madras.

10 The extension of the Canal to Nellore, as soon as possible is also advocated by the Acting Deputy Chief Engineer in order to bring it within reach of Nellore for a distance of 15 miles where the produce of a large Tract of Country seeking an outlet to Madras is collected.

11 The Traffic for the past year, along the short distance now opened amounted to 172,384 Tons exhibiting an increase of 45,300 Tons above that of the previous

Years

year and exclusive of all expenses
of Traffic.-

I have the honour to be,
Sir
Your most obedient Servt

Chesnuts
Augt 61 5

[illegible] Lieutenant
Dy. Ch. Engr in charge
Central Office of Pths

To
Lt. Col. Smith Engrs
Secy: to Govt. Phila

Public Works Department

No 15303

of the Madras Government

From Chief Engr
10 July 1861.

In the three letters Col Kindersley submits Capt Rundall's Report of the Results of his inspection of the Annicut & other works at Nellore & the Eastern Canal from Madras to Durgaraj-patam & of the Steamer "Thistle" at Nellore.

Capt Rundall's account of the Annicut & works at Nellore is very satisfactory. He speaks in high terms

p: 11

Captain Rundall's account of the Annicut and works

Rec'd 8 June 1861. No 1506.
Copy sent to Govt
Letter to Govt dated 13th June 1861
No 208

Rec'd 18th Oct. 1861. No 2573
From Chief Engr Madras
Forwarding Report
Ans 10th Oct 1861 No 2573

Endd
Rec'd 10th July 1861
No 1530

Referred to the Board
of Revenue
a Report from Capt
Rundall on the Annicut
Canal and other
works under his charge

Ans 15th Aug. &
Copy sent

of the workshop - its cost-
& capabilities in reference
to the wants of the District.
Some additional ma-
chinery is proposed by
Capt. Rundall but Colr.
Bridgwood does not
state whether it is in
Store or what the existing ar-
rangements of workshop re-
quired it would be de-
sirable to supply it.

The Str. "Thistle"
will probably get down
the remainder of the Cannon
& Shot in the course
of this month. She re-
quires re-caulking &
cannot proceed to the
North until after the
N. E. Monsoon. The Irrigation

Captain Rundall's
account of the Annicut and
works

of Mr. Lane, the Executive
Officer - Mr. Wilkins the
Overseer in charge of
the Quarry is also com-
mended.

The workshop is
said to have worked
extremely from want
of proper supervision &
there is an unadjusted
balance of Rs 3786 against
it, being the amount
advanced under charged
for work done. The Chief
Engr. proposes to work
Lateritely on this - he
might at the same time
send fuller information

Rs 1530. 12½ Aug. 6
Capt. R.A. Orr

Company bear all
her Expenses until
her return to the District.

Capt Rundall
reports the Canal "in
very fair order". The
minimum depth of
water was 2 feet. Capt
Rundall recommends
that the annual allowance for
the last 12 miles should
be raised from 100 to
200 Rs per mile and that
the small steamer before
originally intended for
the Canal but still lately
lying in the Cooum should
be sent up. This has
been done already & an
extra pumping

2

grant of 100 Rs made for
her crew &c. 19/

Captain Rundall
makes 3 suggestions in
connection with the Canal.
I. That a more central
Terminus should be pro-
vided. This has already
been done but the people
were reported unwilling
to avail themselves of
it, fearing a deficiency
of water in the rivers &
from other causes. The
Collr. may be now requested
to report to what
extent the merchants
are

Captain Rundall's
account of the anicut and
works

since availed themselves of the new wharf.

II. The abolition of the system of renting the five wood jungles of Streeharicottah. The question has been repeatedly considered by Govt and it was ultimately decided that 1/8 of the jungle shd be annually rented out to the highest bidder - Capt Rundall says the wood sells for 12 to 13 Rupees per Jan & costs 3/4 - the price the quantity contracted for 25000 Tons, so the Renter must clear some Two Lacs per annum! There must be some error here

The Board should see these - Should it not be well to have it known that the wharf - the Jetty and the Railway are

Will

- Enquire about this through the Revd Bd

The Military Bd in 1852 reckoned the consumption of Madras at 98,000 Tons per annum - If Streeharicottah pays Rs 2 per ton the price will be repaid - not by the Renters alone - but by the cost at which the remaining 2/3d of the demand can be supplied from other places - The high price is owing to the large demand and the Renter, it may be safely assumed - keeps just within the price at which others would undersell him - If the Rent is abolished, the other cutters

Captain Rundall's account of the Annicut and works

C.27 P.W.D. 21.4

No 208

Public Works Department

No 153030

27/

ys of the Madras Government

will do just the same L.
it will be more difficult
to regulate their proceedings
in the single case than those
of a single Ryotee. There
are many Ryotee tracts along
the Coast, scattered for
cultivation. These might,
be sold at a light
price, as are in succession
to people to plant. But the
high price of wood might
not be in succession enough
especially as no tax is levied
for 20 years or such other.
It is some time since
Govt. took any information
on the Streharicottah tope
& a report might now be
called for.

III. The Eastern Sirsa at the
[illegible]

3.

Canal to Kistnakotam
22 miles. - The Plans &
Estimates are all be-
fore the Govt. that
decision cannot be
long protracted.

S. D. S

+139,685
might expend
upon Canal at
adjustable rate
- Recall their
attention to the subject

Captain Rundall's
account of the Annicut and
works

Public Works Department

No 15303 27/

Proceedings of the Madras Government

Under date the 12th August 1861

Read the following

letter from the Deputy Chief

Engineer in charge of Central

Office. P. W.

Here enter 10th July 1861 No 2518

Submits with reference to the order of Govt of 8th June 61 a report from Captain Rundall on the Pennair annicut and other works inspected during his visit to Nellore.

With this letter the

Officiating Chief Engineer

submits the Acting Deputy

Chief Engineer Capt Rundall

report of the result of his inspec-

tion of the annicut and other

works at Nellore of the Eastern

Coast Canal from Madras to

Doogarazpatam and of the

Steamer "Thistle" at Nellore.

Captain Rundall's

account of the annicut and

works

Pennair

Anicut &c

40

7/31 62

12 Augt 61

No 1530

No 208-209

Cire

No 1572/61

Draft Accordingly

Copy to Public Dept

No 208

Copy to P. W. Dept

works at Nellore is very satis-
factory. The Government notice
with satisfaction
the high terms in which he
speaks of Mr. Sage, the Execu-
tive Officer & of Mr. Wiffin the
Overseer in charge. ~~of the~~
~~Quarry. is also commended~~

Para.

The Workshop
is said to have worked ex-
pensively from want of
proper supervision, and
there is an unadjusted ba-
lance of Rupees 3,786 against
it, being the amount stated
to be undercharged for work
done. The Chief Engineer
promises to report separate-
ly on this. The Government
desire that he will at the
same time afford fuller
information of the Workshop.

its

Para 15.

Para. 24.

& to cost and capabilities
with reference to the wants
of the District. Some
additional machinery is
proposed by Captain Bun-
dall but Colonel Birdwood
does not state whether it
is in store or whether look-
ing at the kind of Work-
shop required it would
be desirable to supply
it.

The Steamer
"Thistle" is reported will
probably get below the
mouth in the course of
this month. She requires
re-caulking and cannot
proceed to the North until
after the North East mon-
soon. The Government
observe

observe that the Irrigation Company are to bear all her expenses until her return to the Kistna.

Captain Rundall reports the Canal "in very fair order". The minimum depth of water when he passed along it was 2 feet. He recommends that the annual allowance for the last 12 miles should be raised from 100 to 200 Rupees per mile and that the small steam dredge originally intended for the Canal but till lately lying in the Coorum should be sent up. The Government observe that this has been done already and a grant

Paras 27 & 28

18th July 1861. No. 1328.

+ Engr. vide pie his opinion on the Proposal to double the Maintenance allowance.

Para 3.

grant of 110 Rupees made for the Establishment required for working the Dredge. The Chief + Captain Rundall makes 3 suggestions in connection with the Canal.

I. That a more centrical Terminus should be provided. This has already been done but it is understood the people, ~~were reported to~~ have not ~~willing to~~ availed themselves of it, owing to deficiency of water in the river and from other causes. The Collector of Madras will now be requested to report to what extent the Merchants have since availed themselves of the new wharfs.

II. The abolition of the system of renting the Firewood Jungles of Sholavanicottah. The question has been repeatedly considered by Govt. and it was ultimately decided that 1/8 of the Jungle should be annually rented out to

to the highest bidder. Captain Rundall says the wood sells for 12 to 13 Rupees per Ton and costs only 3¼. He gives the quantity imported as 25,000 Tons, so the profit must be about Rupees two lacs per annum! The Govt. apprehend that there must be some error in this calculation. The Military Bd in 1852 reckoned the consumption of Madras at 98,000 Tons annually. If the Rent is abolished, If 25,000 Tons only come from Sherkaricottah, the other Cutters will do just the upwards of 70,000 must same and it will be more come from other Quarters difficult to regulate their pro- and it may safely ceedings in the Jungle than those be assumed that of a single Renter. There are the price of Firewood sandy tracts along the Coast, is regulated by the worthless for cultivation - and cost at which part of the Subsidy it appears to Govt that these can be provided - may be sold at a light price, as an inducement to people to plant - but they consider that the high price of wood if true ought of itself to be sufficient inducement especially as no tax is levied for 20 years on such Topes. It is sometime since Govt had any information on

the

& the Firewood - subsidy of Madras with reference to Captain Rundall's remarks on the Subject.

Juryles &

the Sherkaricottah Topes, they desire the Board of Revenue to furnish a Report on the 33 III. The extension of the canal to Kistnapatam 22 miles. The plans and estimates have also been forwarded to the Home Govt. whose decision must be awaited.

subject.

The foll

13 Copies - Chief Engineer with Mr Prideaux Dispatch
14 " Board of Revenue
1 " Collector of Madras

45 — 12
6

Penner Anicut &c.

Copy in a Letter to Engla
d/15th October 1861 No 72

From the Ch: Engr
d/16th Decr 61 Col No 29
in Pro:

Public Works 1861 Dept.
Pro: of Govt for August.

No 1530.

Pro: of the Madras Govt:
Dt 12th August 1861.

From the Chief Engr Dt 20th Nov/61
Col No 2697 in Pro.

Para 11 of the Gen Pro: of the Bd of Rev Dt 11th Sept 62
Col No 2783 in Pro.

Deputy Chief Engineers
letter submitting Captain
Cundall's report on the
Penner Anicut Eastern Coast
Canal and other works visited
by him with orders thereon-

No 208 & 209.