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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

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190-91	
Dated 11 11	1865.

Not to be folded or roughly handled

N^o 154

Superintending Engineers Office
7th Division
Bombay 15th October 1865.

From

The Superintending Engineer
7th Division

To

The Secretary to Government
Deptt. Pub. Works

Sir,

In G. O. No. 1054 of 13th April 1864 para
1 I was instructed to report fully my opinion as
to the best and least costly mode of improving
the navigation along the ^{Malabar} Canals, without the
prejudice to their employment for purposes of Irriga-
tion. My personal knowledge of the subject
having been acquired so far as 20 years back, when
I was Assistant in the old 7th Division I waited
before reporting, till I should have been able to re-
fresh my memory as to details; which I have not
been able to do till last month, when I performed
the whole distance between Sion Railway Station
and Cochin by the Inland Water Communications.

2 Of these the portion from Sion to Conary
River, about 15 miles in length is a natural tract
of ample width and depth, influenced by the
tide, not auxiliary to Irrigation, nor requiring
any thing to be done for it, except perhaps hand-
ling places for goods behind the Railway Station.

3 The shallows in Conary River, alluded
to in the Railway Chief Engineer's letter printed
with G. O. No. 374 of 22nd December 1863, are obstacles of
a nature which cannot be contended with by cheap
expedients. By the country traffic, to which my
remarks will alone apply, they are avoided by the
= great advantage of tides.

4. As Mr. Kennedy has reported, the cut connecting the Ponany and Uliangode Rivers is by far the worst portion of the communication; it is not quite 3 miles long, entirely artificial, and unconnected with Irrigation. At low tide I found it absolutely impassable, to the entire suspension of traffic for several hours every day. ~~It also requires bridging and I do not think that the adoption of a plan of a dam or Estimation for that purpose which including compensation is amount to Rs. 15000, can be considered a great extravagance.~~ I think Mr. Kennedy must have confused his recollections of this short cut, with those of the southern portion; as I cannot find out what Dams are ever thrown across it. Nor can I suppose that so gross an abuse would be tolerated at the Head Quarters of a Deputy Col. -lector and Tahildar, as no previous usage and custom could be pleaded, and the practice would subserve no other purpose but that of extortion. Locks or Dams can be dispensed with at either end of this cut; but a maintenance grant, say of Rs. Annas, or running yard, or Rs. 400 per mile is absolutely necessary for the maintenance of the communication. It should be granted at once for the current year and laid out immediately in improving the worst places.

5. From Uliangode River to Chonghaunt where the head of the natural navigation to Cochin is reached, is a distance of 12 miles; most of which appear to have been artificially cut along a low lying valley cultivated with rice for a long time. From the old survey made previous to its excavation it would seem that but 2 Dams existed in former days; the Mos. -treul Dam at the southern end to keep out the Salt Water, and the Iravattion Dam, a mile north of it, where the old creek apparently ended. Ponds of water, fed by springs, occurred at intervals along the line, and from their subsidiary use

in Irrigation it would appear to me that the practice had arisen among the Ryots of considering the new Canal in the light of a series of enlarged ponds which they might utilize to the extent by Dams. At the same time no real use can be derived from multiplying Dams if the level bed of the Canal is maintained throughout, as one Dam at each end will do all that is required, which is to keep the Salt Water out. I cannot but think therefore that proper inquiry on the part of the Magistrate will show that the multiplication of Dams is purely for the purpose of extortion; and that all but one at each end may be prohibited without detriment to the cultivation.

6. The construction of permanent Dams or Locks may be deferred till their necessity shall have been proved by further experience. It is during the Monsoon, when communication by sea is suspended, that the great utility of the Inland Water Transit is chiefly developed; and as it is utilized by craft of much greater tonnage than at other seasons, it is all the better that they be not obstructed by permanent structures, which are only detrimental and themselves liable to damage during the floods. If only 2 Temporary Dams are allowed to be constructed by the Cultivators, those who navigate the smaller boats used during the dry season will not grumble much at the trouble of hauling them over, as the rise of Tide Water is so small that two feet extra height of Dam keeps it out. But the system of buying Black Mail indulged in by the Cultivators with impunity, must be stopped with a heavy hand. During the season I encountered but one Dam; and whatever the Collector's orders may be to the contrary, (vide para 4. of his letter with G. O. under reply), I had myself to promise payment before I could get the men engaged at it to pass my boat over.

1 As for the short cut between the Anany
and Velangode Rivers, so for the length of 12 miles
I consider a Maintenance Allowance indispensable.
and if the same rate of Rs 100 a mile is allowed I
should propose gradually to renovate on better prin-
ciples all the Wharves, Foot Bridges, and other
Minor Works along the line, now in great disrepair,
besides performing the requisite Annual Clearances.
It is greatly to be desired that the tract width of
land taken up for public purposes by the Canal
and on both sides of it should be distinctly defined
and guarded by the proper authorities from being en-
croached upon. On the roadway at present existing
on both sides of the 12 miles of Canal last described
will in course of time be absorbed into the adjoin-
ing Paddy fields. A little research into the Records
of past years ought to show what width of ground
was originally allotted for public purposes; and such
width should be resumed from any private individuals
who may have made title with any portion of it.

8 The remainder of the communication to Cochin,
some 50 miles in length, being natural, with the ex-
ception of a shortcut at Chittor, I do not
propose to deal with it, as its improvement must
be costly, and is not a matter of necessity. I may
shortly state my opinion from what I can effect.
that between Chonghaat and Chittor, the Commu-
-nication is good or indifferent according to the state
of the tide. From Chittor to the Chittor Cut,
Excellent - Thence to Pulliput, good, but being more
River than Backwater, little is occasional sailing
from the Monsoon. The rest of the way to Cochin
is fair sailing. I would make the annual Al-
lowance especially granted for the artificial Canal
north of Chonghaat do all that may be occasionally
required south of that place. In fact the grants

~~I shall now release my proposition
for cheaply improving the communication from Cochin
to Chonghaat, leaving reference simply to the
traffic~~

Amount of Rs 6600 had better be entered as a
grant of Rs 100 a mile for the total length of
66 miles from Ponany to Cochin. The judici-
-ous expenditure for 2 or 3 years will do much
for the communication, and afford data for
ascertaining what more can be done effec-
-tually to improve the same.

I have the honor to be
Sir,
Your most Obedt Servant
Wm. L. L. L.
Superintendent, Aug 7th 84

Paragraphs of
pregoing letter, upon
the unnecessary number

Civil Works Public Works Department
No. 3371

Proceedings of the Madras Government
Under date the 11th October 1865
Read the following

From the Supg. Engineer
of the 7th Division

Reports on the Canal (New enter 16 Oct/65 No 154)
between Cochin and Sircor
Railway Station.

The Governor in Council
approves of the recom-
mendations made by
the Supg. Engineer, and
sanctions the entry, in
the Budget for 1866-67,
of a sum of Rs 6600,
for the maintenance of
the water communication
between Panangy and
Cochin, being at the
rate of Rs. 100 per mile.
As funds are not now
available, no outlay
can be made during
the current year.

The remarks made
by Mr. Walker, in
paragraphs 5 & 6 of the
foregoing letter, upon
the unnecessary number

Wm
J. P.

18-22 Oct/65 1859-580
18 Oct/65 332-334

17th Supg. Engineer
of the 7th Division

to the Secretary to Govt
of Madras

Dated 16th October 1865

Oct 21

No 154

Report on the Canal
between Cochin and
Sircor Railway Station

1859

1859-1860

1859-1860

for cheaply improving the navigation from Cochin
to Changanassery, by opening reference simply to the
navigation

of dams which obstruct
the canal between the
Velungode river and
Chowghat, and upon
the system of levying toll
which it seems to be
still in force, will be
brought to the notice of
the collector of Malabar.

W. Bellard's attention
will also be called to
Colonel Walker's remarks
as to the advisability of
distinctly defining, and
protecting from encroach-
ment, the full width of
land which was
originally appropriated
for the purpose of ~~the~~
forming the canal.

in paragraph 7.

W.B.

50
6

7 to S.E. 7000
4 to further
3 to Acclt. Genl.
5 to Coll. of Malabar
21 to Rev. Secy. W. F.

Sept. 18th November

3-6-12

75
No 1865 Dep't
No. of Gov't for Nov

No 2374

No. of the Account
of H. Nov 1865

John H. Brown

Maintenance of the water
communication between Portauy
& Collier The Entry in the Budget
for 1866-67 of Rob. 600 for - Lanc-
-toned.

No 190. 191

No 190. 191