

No. 78. Read the following letter from the Superintending Engineer, 7th Division, to the Secretary to Government, Public Works Department, dated Coimbatore, 25th February 1870, No. 207:—

I FIND on my list of Unanswered References G. O., No. 546, of 17th February 1868, calling for report on a proposition of the Malabar Collector's, to authorize the ryots cultivating on the banks of the canal between Veliangode (near Ponany) and Chowghaut, to obstruct the navigation by a couple of earthen dams (about seven miles apart) to be paid for by Government, and at which a Government Establishment should be entertained, and tolls on navigation levied.

2. I have never objected, as will be seen by paragraph 6 of my report printed with G. O., No. 3,374, of 11th November 1865, to the erection of only two temporary dams across the canal from the time that the salt water begins to predominate over the fresh water, *i.e.*, from about September till the crops are cut in January. The punjah crop can only suffer from salt water in land below the level of the tides, and such exceptionally low land had better be protected by raising the banks of the canal and building proper sluices on them.

3. In my opinion, and in that of all the Executive Officers of the Public Works Department who have been connected with the canal for the last seven or eight years, the Collector has failed to appreciate the real motives of the cultivators in wishing to keep up the dams after harvest in January, which we take to be, that they may make use of the portion of the canal so dammed up at each end, as a long tank, from which to raise water for irrigation of an extra crop beyond what they used to be able to cultivate on the same land before the canal was cut. Then when they have drained the canal to such an extent as virtually to stop all navigation, (which is never later than March,) they object to the dams being cut, and the supply supplemented by the admission of salt water, on the ground of damage to their land.

4. On the supposition that the canal is not to be improved for Steamer traffic or European boats, but simply maintained for Native canoes of all sizes (and more is really not called for that I can see,) I do not object to two earthen dams being maintained for about four months more or less annually; but I consider that their construction, and the cost of passing boats over them by a fixed Government Establishment, should be paid for by the cultivators who benefit, not by the boatmen who suffer, by the dams. On consideration of which, and the abolition of the dams after harvest in January, Government should put the canal banks in such order as to keep salt water from spreading beyond them.

5. But if the canal is to be much improved for a superior class of boats, then dams cannot be allowed at all, and navigation must take precedence of cultivation, at whatever cost of compensation may be found necessary. Having inquired of the Collector the probable amount of such compensation, I am informed that Rupees 1,18,300 is considered a low valuation of the lands that would probably be affected by the discontinuance of the dams; an incredible sum, in my belief, arrived at from the presumption that 423 acres, averaged at Rupees 280 per acre, must be rendered entirely unproductive. I do not consider that either this question or that of encroachments (to which the Collector's attention was called in

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 956

Press
Mis. -

78-79

Dated 6. 4.

1870.

Not to be folded or roughly handled

paragraph 3 of G. O., No. 3,374, of 11th November 1865,) have been properly gone into by the Revenue authorities. I have only been informed that 44½ acres of land in all were originally taken up for the canal, of which detailed statements exist, and of which inspection and report had been ordered so far back as January 1868.

But no results have been communicated to me by letter, or shown on the ground by demarcation marks. I verily believe that this practice of erecting dams would not have arisen had the canal-banks been demarcated and maintained in good order from the time of their original construction, instead of being allowed to be encroached upon and worn away till absolutely obliterated for very long distances.

6. It would however be a mistake, in my opinion, greatly to be guarded against, to renew the permanent dams and boat-locks, of which remains are to be seen on both sides of the Veliangode river; basing their restoration on the precedent of those at the ends of the Conolly canal at Calicut and Pyolly. The latter canal is fed with fresh water by streams from the interior, which enable the admission of salt water in the dry season for purposes of navigation to be dispensed with, whereas the Chowghaut canal has no source of fresh water-supply after exhaustion of that afforded by the monsoon, and stored in it and the lower grounds that it passes through. Hence the necessity of keeping both ends of it open for admission of salt water in the hot months if navigation is to be maintained throughout the year, as is most desirable.

7. The maintenance allowance of Rupees 6,600 first granted in 1866-67 has been carefully utilized year by year, on regular estimates from the Range Office checked and passed in mine, partly by deepening wherever obstructions are found to occur, partly on the re-construction and improvement of every one of the twenty-four-foot bridges over the canal, and also in forming a basin for boats at Ponany where the canal-head was very narrow. We have not, however, been able to attempt to put the bridge approaches into order; and it is ludicrous to see them used by people who to get at them have had to wade up to their waists or even up to their chests in water, as I have often witnessed. Surely it would not be too much to expect the villages, for whose accommodation these bridges are made and maintained, to make and keep up approaches to them; in many cases, the people might just as well wade across the canal as along the approaches to the bridges.

8. Owing to the great distance of the localities from the rest of the Palghat Range, I have never been able to get the estimate, called for in paragraph 2 of G. O., No. 899, of 20th March 1866, for improving the Eddathirootty canal, prepared. I appointed a special overseer for its survey in July 1866, but he turned out a failure and resigned, leaving no papers out of which anything could be made. And the ordinary work of Palghat Range has always been quite heavy enough for the Subordinate in charge of it, and for his three overseers. I have, therefore, been obliged as yet to content myself with the expenditure of portions of the maintenance allowance of Rupees 6,600, to the extent of nearly one-third that sum in 1868-69, and of Rupees 1,200 in 1869-70, in deepening where most required after the monsoon, asking for similar contributions from the Cochin State. These have not, however, been granted, in the absence of an estimate for thorough improvement,

after carrying out which only it was maintained that annual maintenance allowances could be laid out to any good purpose. I am not of this opinion though, as I consider the natural condition of the line of water communication from Eddathirootty to Cochin so good already that two feet of water (which appears to be all that is asked for for light Steamers) could be maintained, by the careful outlay at the points where silting occurs of an annual allowance of Rupees 110 a mile for the whole mileage. If, however, regular estimates for improvements on a large scale be insisted on, they had better be provided by the Engineer in charge of the Cochin Harbour Works, or by the Chief Engineer of the Cochin Sirkar, whose head-quarters are near the localities, unless a special Officer can be placed at my disposal for the purpose.

No. 79.

ORDER THEREON, 6th April 1870, No. 956.

CIVIL WORKS, No. 7.

PARAGRAPHS 1 to 7 of this letter will be communicated to the Revenue Department with reference to the Orders

in that Department, No. 401, of the 12th February 1868.

2. As there is no prospect of funds being available in the Public Works Department for the improvement of the water communication between Chowghaut and the limits of the Cochin territory, the Government fear that the work must be deferred. The estimate for it may however be prepared at as early a date as possible in order that, if money can be provided from Local Funds, the improvement may be carried out. In the meanwhile the arrangements which have been made during the past two years for effecting clearances where they are most needed should be continued.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,

Secretary to Government.

To the Superintending Engineer, 7th Division.

„ Revenue Department.

„ Public do.

Exd. E C Shanker.

Govt. of {1870} Madras.

PUBLIC WORKS.

To

THE SUPERINTENDING ENGINEER.

THE DIRECTOR.

...

Dated April, 1870.

Recd.

G. O. ...

APRIL

Nos. 78-79

Canal.—Passing orders on the letter from the Superintending Engineer of the 7th Division furnishing the report called for on a proposition of the Collector of Malabar to authorize the ryots cultivating on the banks of the canal between Veliangode and Chowghat to obstruct the navigation by a couple of earthen dams to be paid for by Government and at which a Government Establishment should be entertained and tolls on navigation levied.

N^o 207

Superintending Engineer's Office 7th D.
Bombay 25th February 1870.

From The Superintending Engineer 7th Division.

To The Secretary to Government. D.P.W.
Madras.

Sir, I find on my List of Unanswered References G. O. N^o 346 of 17th February 1868, calling for Report on a proposition of the Malabar Collector to authorize the ryots cultivating on the banks of the Canal between Veliangode (near Ponany) and Chowghat, to obstruct the navigation by a couple of earthen dams (about 5 miles apart) to be paid for by Government and at which a Govt. Establishment should be entertained, and tolls on navigation levied.

2. I have never objected, as will be seen by perusal of my Report printed with G. O. N^o 337 of 11th November 1865 to the erection of only 2 temporary Dams across the Canal from the time that the salt water begins to predominate over the fresh water, i.e. from about Sept. till the crops are cut in January. The Punjab Crop can only suffer from salt water in land below the level of the Tides, and such exceptionally low land had better be protected by raising the banks of the Canal and building proper sluices in them.

3. In my opinion, and in that of all the Executive Officers of the P.W. Dept^o who have been connected with the Canal for the last 7 or 8 years, the Collector has failed to appreciate the real motives of the cultivators in wishing to keep up the Dams after harvest in January, which we take to be, that they may make use

use of the portion of the Canal so dammed up at each end, as a long tank, from which to raise water for irrigation of an extra crop beyond what they would be able to cultivate on the same land before the Canal was cut. Then, when they have drained the Canal to such an extent as virtually to stop all navigation, which is never later than March) they object to the dam being cut; and the supply supplemented by the admission of salt water, on the ground of drainage to their land.

4. On the supposition that the Canal is not to be improved for steamer traffic, or European boats, but simply maintained for Native Canoes of all sizes (and more is really not called for, that I can see) I do not object to 2 barthen Dams being maintained for about 4 months, more or less, annually; but I consider that their construction, and the cost of trapping boats over them by a fixed government establishment, should be paid for by the cultivators who benefit, not by the boatmen who suffer, by the Dams. On consideration of which, and the abolition of the Dams after harvest in January, government should put the Canal banks in such order as to keep salt water from spreading beyond them.

5. But if the Canal is to be much improved for a superior class of boats, then Dams cannot be allowed at all, and navigation must take precedence of cultivation, at whatever cost of compensation may be found necessary. Having inquired of the collector the probable amount of such compensation I am informed that Rs. 118,300 is considered a low valuation of the lands that would probab-

ly be affected by the discontinuance of the Dams. An incredible sum, in my belief, arrived at from the presumption that 423 acres, averaged at Rs. 280 per acre, must be rendered entirely unproductive. I do not consider that either this question, or that of encroachments (to which the collector's attention was called in para. 3 of G. O. N. 3374 of 11th November 1865) have been properly gone into by the Revenue authorities. I have only been informed that 423 acres of land in all were originally taken up for the Canal, of which detailed statements exist, and of which inspection and report had been ordered so far back as January 1862. But no results have been communicated to me by letter or shown on the ground by demarkation marks. I very believe that this practice of erecting Dams would not have arisen had the Canal banks been demarkated, and maintained in good order from the time of their original construction, instead of being allowed to be encroached upon, and worn away till absolutely obliterated for very long distances.

6. It would however be a mistake, in my opinion, greatly to be guarded against, to renew the permanent dams and boat locks, of which remains are to be seen on both sides of the Veliangode River; basing their restoration on the precedent of those at the ends of the Conolly Canal, at Calicut and Yolly. The latter Canal is fed with fresh water by the river from the interior, which enables the admission of salt water in the dry season for purposes of irrigation, to be dispensed with, whereas the Chougat Canal has no source of fresh water supply after exhaustion of that afforded by the monsoon, & stored in it, and the lower grounds that it passes through. Hence the necessity of keeping both ends of it open for admission of salt water in the hot months, if navigation

navigation is to be maintained throughout the year, as is most desirable.

The maintenance allowance of Rs. 6000 first granted in 1866-67, has been carefully scrutinized year by year, on regular estimates from the Range. Thus checked and passed in minutes partly by deepening where obstructions are found to occur, partly in the reconstruction and improvement of every one of the 24 foot bridges over the Canal, and also in forming a Basin for Boats at Gouany where the canal head was very narrow. We have not however been able to attempt to put the Bridge approaches into order, and it is ludicrous to see them used by people who to get at them have had to wade up to their waists, or even up to their chests, in water, as I have often met with. Surely it would not be too much to expect the Villages, for whose accommodation these bridges are made and maintained, to make and keep up approaches to them.

In many cases, the people might just as well wade across the Canal as along the approaches to the bridges.

Owing to the great distance of the localities from the rest of the Palghat Range, I have never been able to get the Estimate Cables for improving 2 of L. O. No. 899 of 20th March 1866, for improving the Godalathiratty Canal, prepared. I appointed a Special Overseer for its survey in July 1866, but he turned out a failure and resigned, leaving no papers out of which any thing could be made.

And the ordinary work of Palghat Range has always been quite heavy enough for the Chief Ordnance in Charge of it, and for his 3 Overseers.

I have therefore been obliged as yet to content myself with the expenditure of portions of the maintenance

Maintenance Allowance of Rs. 6600, to the extent of nearly one third that sum in 1868-69, and of Rs. 1200 in 1869-70, in deepening where most required after the Monsoon, asking for similar contributions from the Cochin State. These have not however been granted, in the absence of an Estimate for thorough improvement, after carrying out which only it was maintained that annual Maintenance Allowance could be laid out to any good purpose. I am not of this opinion though, as I consider the natural condition of the line of water communication from Godalathiratty to be in so good already, that 2 ft. of water (which appears to be all that is asked for, for light steamers) could be maintained by the careful outlay of the points in which silt is occurring of an annual Allowance of Rs. 150 a mile for the whole mileage. If however regular estimates for improvements on a large scale be insisted on, they shall be better provided by the Engineer in Charge of the Cochin Harbour Works, or by the Chief Engineer of the Cochin Division, whose Head Quarters are near the localities, unless a Special Officer can be placed at my disposal for the purpose.

I have the honor to be,
Sir,

Your Most Obedt. Servant.

Wm. Andrew Colonel R. E.
Superintending Engineer J. P.

C. S. Mural 1879 Q. 25

Copy

Report on a purchase
of the Madras boats
to suit the boats
existing in the boats
of the Canal between
the ports and the
boats of the navigation
by suitable means
on navigation service
No. 986-6 April 1870

Order 2518
Received 23 March 1870

1870

to the Secretary to Govt

The Superintendent
of the Division

Order 1870
No. 1111/1111/1111

1870

P. W. Department.
Proceedings of the Madras Government.

Under date the

Read the following

From The Superintending Engineer
H. E. No. 207/25 February 1870
7th Division

I would get the estimate
as the work might be
presented for local
fund.

W. H.
1870

Para 1 to 7 of this
letter will be communicat
ed to the Revenue Dept
with reference to the order
in that Dept No. 401
of the 12th February 1868.

As there is no
prospect for some time
to come of any funds
becoming available in
the Public Works Dept
for the improvement of
the water communication
between Chouhan
and the limits of
the Cochin territory, the
preparation of the estimate

for that project may
be deferred, and the
arrangements which
have been made during
the past two years
for effecting clearances
where they are
needed should be
continued -

The above is a true and correct copy of the original as the same was presented to the Court at the hearing of the case on the 10th day of March 1888.

The Eng 7 D
 " Rev Sept
 .. Publ. & Sept

[Faint, illegible handwritten notes or bleed-through from the reverse side of the page.]

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Public Works Office
1870
Proceedings of the
Madras Government
Dated 6 April 1870

P. W. Department.
95656
Proceedings of the Madras Government.
Under date the 6 April 1870
Read the following.
From The Superintending
Engineer's Division

Para 147 of this letter
will be communicated
to the Revenue Department
with reference to the orders
in that Department No. 401
of the 12 February 1868.

As there is no prospect
of funds being available
in the Public Works Dep.
for the improvement of the
water communication be-
tween Chavghat and the
limits of the Cochin territory,
the Government fear
that

that the work must be deferred. The estimate for it may however be prepared at as early a date as possible in order that, if money can be provided from local funds, the improvement may be carried out. In the meanwhile the arrangements which have been made during the past two years for effecting clearances where they are most needed should be continued.

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To the Secretary, 7th Dec. ✓
Rev. Dept. ✓
Public Sec. ✓

Dec 7th 8-4-70

Cue 842

Govt. of 1870: Madras.

PUBLIC WORKS.

To

The Superintending Engrs
7th Division

Dated

Recd.

Encl.

G. O. 5th April 1870, No 956.

Nos. 48-49

Serial Papering orders on the letter from
the Suby Engrs of the 7th Div. forwarding
the report called for on a proposition
of the Collector of Malabar to authorize
the report culminating on the banks of
the Canal between Veliankode and Chingham
to obstruct the navigation by a couple
of earthen dams to be paid for by the
state which a fee should be collected
on navigation levied.