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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

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Proceedings of the Madras Government, Public Works Department, 23rd May 1874.

No. 510. *Under date the 23rd May 1874, No.* 1,396.

IRRIGATION, No. 51.

THE Government having had under consideration the subject of the navigation of the Madras Irrigation and Canal Company's Canal, on which a large sum, which has been estimated by Colonel Rundall, Inspector-General of Irrigation, on information furnished by the Company's Chief Engineer, at nearly £370,000, has been spent on this account, are of opinion that the time has fully come for taking up in earnest a matter of no little importance, whether viewed as bearing upon the utilization of the capital invested, or in connection with the provision of facilities of transport for the produce of the country through which the canal runs. Hitherto, although the canal has for some years, during the season of the freshes in the Toombadra, or from June to December, carried water for purposes of irrigation throughout its entire length, no attempt has been made to start its navigation, and it is evident from the circumstances of the country that even were the water to be maintained at a sufficient depth for navigation, and were the locks, etc., in complete working order, it seems very doubtful whether the people of the country entirely unaccustomed as they are to the use of boats, and unacquainted with the economical advantages obtainable from the conveyance of goods and produce by water instead of land, would do anything towards providing means of navigation in the shape of boats, or enter into any enterprise connected with canal traffic.

2. It follows therefore that, at any rate for a time from the first introduction of navigation, the Company will in great probability have to provide floating plant, and be themselves the carriers of all goods and produce at tariff rates, under arrangements similar to those on which railways are worked.

3. The Company have, it is understood, recently been considering what can be done in connection with the navigation of the canal, and the Government think that a settlement of the question will be the more easily arrived at if it be once clearly understood—

1*st*.—What expenditure will be needed to render the canal itself fully efficient in all respects for navigation purposes, so long as the water-supply in the river at Soonkasala is sufficient.

2*ndly*.—During what period it may be expected that a sufficient depth of water can, without reservoirs, be maintained, taking the information furnished by the water-registers kept at Soonkasala, and the discharge of the canal at a minimum depth of, say, 4 feet as a guide.

3*rdly*.—What outlay on floating plant will be required to enable the navigation to be started on a scale suitable to the present requirements of the country traversed by the canal.

4*thly*.—What additional establishments will be necessary for the management of the navigation, and their estimated cost.

5*thly*.—What tariff it may be considered desirable to introduce in the first instance, and what maximum rates for the transport of produce, goods, and materials will be proposed for entry in the Act required under the contract.

6thly.—What are the estimated gross and net receipts which may be anticipated, so soon as the arrangements shall have been brought into fair working order.

4. On all the above points His Excellency the Governor in Council is desirous of receiving, at as early a date as may be conveniently practicable, the opinion and report of the Chief Engineer and Manager of the Company, accompanied by detailed estimates of the expenditure on the canal, floating plant, and establishments which may be deemed requisite; and, with regard to returns from navigation, it will be desirable that the Collectors of Kurnool and Cuddapah should afford Mr. Latham all the information in their power as to the produce grown for export from the taluqs of their districts affected by the canal, and as to the imports of commodities foreign to these taluqs, which are needed by the people, whether as necessaries or otherwise. The estimates of returns will no doubt, however carefully prepared, be liable to material modification, but it is nevertheless possible, in connection with the population, cultivated area, and other statistics of the tract of country which the canal would serve, to form an opinion of value as to the traffic which may be anticipated.

5. His Excellency is further desirous that the views of the Board of Directors of the Company on this important question should be elicited by the Chief Engineer and Manager: something more than their concurrence in proposals initiated in India will be necessary in order to the successful solution of the problem, and the Government trust that the subject will receive at their hands such a full consideration, especially as regards ways and means, as will lead to an early and satisfactory decision as to the course to be followed.

(True Extract.)

Lieut.-Colonel, R.E.,
Joint Secretary to Government.

To the Chief Engineer for Irrigation.
" Agent and Manager of the Madras Irrigation and Canal Company.
" District Engineer, Kurnool.
" " Cuddapah
" Revenue Department.

Ed. S. T. Austin
Spare Copies.

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The Government having had under consideration the anticipated navigation of the Madras Irrigation and Canal Company's Canal, in which a large sum, which has been estimated by Colonel Rundall, Inspector General of Irrigation, on information furnished by the Company's Chief Engineer at nearly £ 3,70,000 has been

length, no attempt has been made to start its navigation, and it is evident from the circumstances of the country that even were the waters to be maintained at a sufficient depth for navigation and were the locks, in a complete working order, it would be useless to expect that the people of the country, entirely unaccustomed as they are to the use of boats, and unacquainted with the economical advantages obtainable from the conveyance of goods and produce by water instead of land, would

would do any thing towards facilitating a navigation on the Lake at such a time when Steam Vessels cannot safely pass.

2. It follows therefore that, at any such time a time from the first obstruction of navigation the Company will have to provide Lighters, Canal Boats and be themselves the carriers of all goods and produce at half rates under a stipulation similar to that on which Railways are worked.

3. The Company are

it is understood, recently been considering what can be done in connection with the navigation of the Canal, and the Government think that a settlement of the question will be the more easily arrived at if it be once clearly understood.

1st What expenditure will be needed to render the Canal itself fully efficient in all respects for navigation purposes, so long as the water supply in the river at Coornbrook is sufficient;

2ndly During what period it may be expected that a

a sufficient depth of water for vessels drawing 9 feet at low water.

2ndly That buoys will be required to mark the navigable channel, the information to be received by the water keepers left at Sankarani on the discharge of 150 cusecs at a minimum depth of 9 feet, 2 feet in guide.

3rdly That pillars or floating beacons will be required to mark the navigable channel on a scale suitable to the general navigation of the country traversed by the canal.

4thly That additional establishments will be necessary for the navigation

of the canal and their estimated cost.

5thly What tariff of rates may be considered desirable to introduce in the first instance, and what maximum rates for the transport of produce, goods and materials will be proposed for entry in the Act required under the contract.

6thly What are the estimated gross and net receipts which may be anticipated, so soon as the arrangements shall have been brought into fair working order.

4. In all the above points His Excellency the Governor

Governor in Council to
decline to recommend at
as early a date as may
be convenient, such
-cable, the plan and
report of the chief engi
-neer and manager of
the Canals, accompa
-nied by detailed esti
-mates of the expend
-iture on the canal, rail
-ways, roads and establish
-ments which may be
deemed requisite, and,
with regard to returns
from navigation, it will
be desirable that the
collectors of Hammond
and Caddaha should
afford Mr Pattison
all

all the information in
their power as to the pro-
-duce grown for export
from the Talugs of Mun
-dwick affected by the
canal, and as to the im-
-ports of commodities
for consumption in these Talugs,
which are needed by
the people, whether as
necessaries or otherwise.
The estimates of returns
will no doubt, however
require to be carefully prepared, be
liable to material modi-
-fication, but it is nevertheless
possible, in connection with
the population, cultivated
area and other statistics
of the tract of country
which

which the canal should form an element of value as to the basis which may be anticipated.

5th. His Excellency is further desirous that the views of the Board of Directors of the Company on this important branch should be elicited by the Chief Engineer and Assistant: something more than their concurrence in proposals initiated in India will be necessary in order to the successful collection of the problem and the Govt. trust that the subject will receive at their hands such a full consideration, especially

6th especially as regards ways and means, as will lead to an early and satisfactory decision as to the course to be followed.

Wy. 11/4/74

Govt.

To The Chief Engr. for Irrigation
Agent & Manager Irrigation & Canal Company
Asst Engr. Tanjore
" " Coddapah
Rev. Department
S. Capies despd. to all 4/6/74.

Govt. of Madras. 1874

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Nos. 510.

Madras Irrigation & Canal Company's Canals -

Passing orders on the subject of the navigation of the Canals -

510.

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