

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1413	(W)	Press ~~Mis.~~
Dated 24-4-1877.		

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
24th April 1877. No. 1,413.*

Read again the following :—

- No. 591. Proceedings, Public Works Department, dated 3rd Aug. 1876, No. 1,992.
No. 591-A. Proceedings, Public Works Department, dated 2nd Mar. 1877, No. 727.
No. 591-B. Proceedings, Public Works Department, dated 3rd Mar. 1877, No. 739.

No. 591-C. Read also the following letter from R. WOOLLEY, Esq., to the Chief Engineer and Secretary to Government, Public Works Department, dated Madras, 16th April 1877 :—

I HAVE the honor to submit the following statement for your consideration and for any orders which the Government may be pleased to pass thereon.

2. My connection with the subject (the East Coast Canal) began with my letter of the 27th March 1876, which is set forth in the Proceedings of the Madras Government, Public Works Department, of 3rd August 1876, No. 1,992.

3. In that letter I offered to "maintain" the canal for five years upon being paid "a monthly sum equivalent to one-twelfth of the average yearly expenditure of the previous five years."

4. I explained my offer to mean the "efficient maintenance" of the canal, *i.e.*, the preservation of a *workable depth* of water throughout." This was assumed to mean a workable depth of water "*throughout*" the year at all times and in all seasons, and to "cover a depth of 3 feet at the lowest tide level, and a bottom width of 30 feet," but my meaning was "*throughout*" the whole length of the canal in contradistinction to *portions of it* which, I had noticed, were occasionally not navigable. In other respects I meant to maintain the *statu quo* except as to the use of means which I believed, and still believe, would remove the silt more effectually than those hitherto employed. I assumed the canal to be in fair average order, and I believed, as I do now, that the expenditure was sufficient, on an average of years, to maintain it so.

5. The Proceedings of Government already referred to reached me on the 25th August last at Coonoor.

6. Gradually, during September, it became evident to me that the interpretation put upon my offer included more than I had intended, indeed more than could be expected of me, as *maintenance*; and, with the view of showing this, I offered to bear the cost of making longitudinal and cross sections of the canal, but they were not then considered necessary.

7. During the last six months several attempts have been made to reconcile what the Government wanted with what I could give, having in view the amount which it was proposed to pay me, and about a month ago every point was agreed upon except the depth to which the canal was to be dug.

8. To settle this Colonel Mullins, Colonel Farewell, and myself visited the lock on the northern branch, and Colonel Mullins decided it was necessary to fix the bottom 4.64 feet below M.S. level. I believe the junction canal is being dug to a depth of 4.5 feet below M.S. level.

9. Colonel Mullins at once ordered longitudinal and cross sections to be prepared between the Lock and the Hospital Bridge to ascertain the quality of work to be done. A Government Surveyor took the levels *half-way between* the furlong

the Ootary Nullah. But, as Major Ross Thompson has just paid this rate,* it may be

* Under date the 10th instant he wrote to say, supposed to be the ordinary Public Works Department rate for such work.
in answer to my inquiry, "that 2 annas were paid for every cubic yard for excavating the Ootary Nullah."

22. I do not know what rate is being paid at the Junction Canal.

23. The three-anna rate for the basin may seem high, perhaps it is a little too high, but I am told it was paid when the basin was last worked at, and the silt in the western half has now been carried 360 feet, and that of the eastern half an average distance of 220 feet. Besides, a large quantity taken from the centre was very filthy, in a liquid state, and had accordingly to be removed twice.

24. Of course that rated at 2 Annas 17,170 cubic yards, has been, or has to be, carried an average distance of about 100 feet. Either, therefore, this rate is low for this distance, or the Ootary Nullah rate is high for the distance the earth was there carried.

25. The five-anna rate for filling the filthy stuff into boats, removing it 3 or 4 miles to the north, and there taking it out of the boat again and placing it on land to be hereafter chosen, is necessary. I am doubtful indeed if this rate be sufficient unless boats be provided.

26. But, as a broad fact, it may be safely assumed that I am not far out either as to quantities or rates, and the result is that there is required—

	RS.	A.	P.
For the Northern Canal...	26,782	6	0
For the Southern Canal...	37,138	10	8 or
A total of ...	63,921	0	8
Besides ...	15,613	7	0

for that portion, the silt of which has to be boated away.

27. Omitting this item however, and assuming that my quantities are too large (which I do not for a moment believe), it is evident that 50 or 60 and perhaps Rupees 70,000 must be spent before the canal can be made of that depth which is no doubt necessary to its efficiency.

28. I might have waited till the sections and estimates ordered by your department were produced, and in one sense it might have been more convenient if I had done so; but, being satisfied that the state of things is fairly described above and that it is of great importance that the whole canal should be put in order as soon as possible, I lose no time in informing you that I could not proceed with the proposed contract unless the Government be willing to put the canal in good order before handing it over to me to maintain it so. A portion of this year's maintenance allowance, say Rupees 10,000, might be appropriated towards the cost of this necessary preliminary work.

29. The question then arises, by what agency the canal should be brought into a proper condition? As far as I am concerned, I am prepared to do this upon any terms the Government may please, or to retire from the business altogether, although in the latter event I confess I shall be much disappointed.

30. I have not pushed on the work so far, because I could not begin at any point until sections had been taken, but it will be finished in two or three days except a portion between the Salt Cotaurs, where, until lately, no place was assigned on which to place the silt, but I have people ready to begin the whole length of both branches of the canal, and I could, I have no doubt, complete the whole by the 30th of June at latest if the cross sections were pushed on, and I were allowed to work wherever they had been taken, and no bad weather intervened.

31. If, therefore, the Government be prepared to put the canal in good order before handing it over to me under maintenance contract and wish me to do the work, I am willing to do so.

32. If, however, the Government do not wish me to proceed beyond the limits of my present permission, I should be glad to be paid for what I have done as soon as convenient.

33. And will you be good enough to let me know also if you still desire an estimate from me for the portion of the canal where the silt will have to be boated away, and, if so, upon what width you wish it to be based.

34. Possibly you may find a difficulty in disposing of the matter until you get in your own estimates, but you will observe that the Government is not asked to sanction my estimates or any particular amount of expenditure, but, under existing circumstances, to approve or disapprove of the principle of putting the canal in good order before placing its maintenance under contract, and, if this principle be approved, to determine by what agency this preliminary work shall be performed.

35. The necessity for being very careful in what I undertake in regard to the canal arises from the fact that the maintenance of the salt channels is not to be given with that of the canal. Both were included in my offer, and both, I understood, had been agreed to by the Government. But the Board of Revenue does not think any change in the present system of maintenance advisable.

No. 592.

ORDER THEREON, 24th April 1877, No. 1,413.

CIVIL WORKS, No. 48-A.

HIS GRACE the Governor in Council is not prepared to accept the terms of Mr. Woolley's tender. Further negotiation

with that gentleman will now cease in the matter of the contract for the maintenance of the canals north and south of Madras. The Superintending Engineer of Chingleput will make immediate arrangements to have the work done by Mr. Woolley on the Cochrane's Canal between the Sheddian Coopum Lock and the Elephant Gate Bridge measured in Mr. Woolley's (or his Agent's) presence and submit the bill prepared according to the rates hitherto paid by the Superintending Engineer for such work for the formal sanction of Government for payment. Until this account shall have been adjusted, no further work shall be undertaken on the portion of the canal in

Proceedings of the Madras Government, Public Works Department,
24th April 1877. No. 1,413.

question. The Chief Engineer will issue separate instructions to the Superintending Engineer regarding the further maintenance of the canal.

(True Extract.)

Colonel, R.E.,
Secretary to Government, P.W.D.

To the Superintending Engineer, Chingleput.
To Mr. R. Woolley.
To the Chief Engineer, Public Works Department.
" Revenue Department.
" Examiner of Public Works Accounts.

No. 1413-4.
Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 24th April 1877.
again
Read the following:-

Pro: P. Works Department (H.C. No. 1992 of 3rd Aug 1876)
do do do (H.C. No. 727 of 2nd March 1877)
do do do (H.C. No. 739 of 3rd April 1877)

Read also

Letter from R. Woolley Esq. (H.C. No. 16th April 1877)

His Grace the Governor in Council is not prepared to accept the terms of Mr. Woolley's tender, and ~~therefore~~ ^{that} further negotiation with that Gentleman will now cease in the matter of the Contract for the maintenance of the Canals.

S. E. Chingleput
Mr. R. Woolley
Ch. P.W.D.
Re. Dept.
S. E. Ch. P.W.D.
21.5.77

North and South of Madras,
~~and that~~ the Superintend-
ing Engineer of Chingleput
shall make immediate
arrangements to have the
work done by Mr. Woolley
on the Cochrane's Canal
between the Sheddian
Coopum Lock and the
Elephant Gate Bridge
measured in Mr. Woolley's
(or his Agents) presence
and submit the bill pre-
pared according to the
rates hitherto paid by
the Superintending Engineer
for such work for the
formal sanction of Govt.
for payment. Until this
account shall have been

The Chief Engineer will
issue separate instructions
to the Supt. Engr. regarding
the further maintenance
of the Canal.

This portion may be
issued at once -
Your favor is requested in
this connection -
I think that a strong
effort should be made
to get the canal
in this work in accordance
with the plan now
I suggest that the Supt. Engr.
be directed [on the part of the
Govt.] to take steps to obtain
for clearing the canal
(convenient) lengths
into which the Canal may
be divided - Having regard
to original excavation
& filling - the Canal

adjusted no further work
shall be undertaken on
the portion of the Canal
in question.

[2. The Superintending
Engineer will however
lose no time in taking
in hand the requisite
clearances of the Canal
North of the Sheddian
Coopum Lock and that
from the Adyar River
to Sadras and he will
at an early date, together
with the sections and
levels already ordered
to be prepared, submit
a report on the sufficiency
or otherwise of the usual
annual maintenance

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3. The
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Govt. of Madras

PUBLIC WORKS.

To

Mr. S. E. Chey Laput

Dated

Issued

Recd.

Encl.

G. O. 24th April 1877, No. 1413

Nos. 591-592

Cochranes and Sadoas
Canals Mr. Broolley's con-
tract for the maintenance
of the — ordered to be
ceased, and the Supy. Engr.
Chingleput to submit for
formal sanction of Govt
the bill for the work already
done by Mr. Walley.

Don't me Reg.

Rev 30.4.77
G.O. 18th 1877 Ret 30.4.77
Atk

J. S. H. with Mr. ...
at ...