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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 266

Press
~~Mis.~~

Dated 26 - 1 - 1877.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
26th January 1877. No. 266.*

Read the following:—

No. 518. Petition from the inhabitants of Mylapore, dated 15th January 1877.

No. 519. ORDER THEREON, 26th January 1877, No. 266.

CIVIL WORKS, No. 30.

RECORDED with reference to orders of the 18th and 29th December last, Nos. 3,461 and 3,563, in which Government expressed their opinion upon the subject of this petition, an opinion from which they see no grounds for departing.

2. The petitioners' memorial will be transmitted to the Secretary of State.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

To Petitioners.

Ed. S. T. Austin.

Spare Copies

TO

HIS GRACE THE DUKE OF BUCKINGHAM AND CHANDOS,

&c.,

&c.,

&c.

GOVERNOR IN COUNCIL.

Fort St. George.

The humble Petition of the Inhabitants of
Mylapore, Madras,

MOST RESPECTFULLY SHEWETH,

That your Petitioners greatly regret that their representations against the proposed Junction Canal contained in their Memorial of the 12th ~~April~~ have been disposed of adversely to them by your Government in Council; but the importance of the step that has been resolved on, involving as it does the waste of much valuable property, the ruin of many families, and what is most important, permanent injury to the health of Mylapore in the shape of fresh-water wells converted into salt-water reservoirs and the like, induces your Petitioners once more to approach Your Grace in Council, in hopes that a second hearing will be given to their representations, and that the project will be abandoned.

It is not for your Petitioners to dwell on the first and most important question, which Your Grace in Council has to consider about the Canal, namely, will it pay, will it yield any good in return for the laks of Rupees proposed to be spent on it—a question all important in these days of financial embarrassment, but still one in which the general public is interested, and not your Petitioners exclusively.

Your Petitioners, taking it for granted that the first question has been solved in favor of the Canal, humbly beg to enumerate the evils which are certain to result from carrying out the project as at present planned.

(1.) The Canal passing through the heart of Mylapore and in the vicinity of fresh-water wells cannot but render the water in the neighbourhood brackish. This result has followed wherever Canals have been dug. Not to go far, Petitioners beg to mention to Your Grace that well-water in the neighbourhood of Trevelyan Water Works was originally good, and became spoilt when salt-water was introduced into those parts, and has again changed into good when the new Water Works brought in a supply of drinkable water. Petitioners do not believe that engineering skill could at any moderate cost, nay even at any cost commensurate with the importance of the work, prevent such a disaster. Besides, in the rainy season when generally half the fields of Mylapore are under water, the salt-waters of the Canal spreading over a large area would spoil what little of good water may be left, and, making the ground on both sides of it swampy, seriously affect the health of Mylapore. The two evils here pointed out are of themselves enough to induce Your Grace in Council to abandon the project of carrying the Canal through Mylapore as at present proposed.

(2.) Hundreds are the families who own lands along the route that the Canal is intended to take. To most of them their land is the only means of subsistence. Whatever may be the compensation Government may give them, it will not pay their losses, which would consist not simply of the actual ground taken up by the Canal, but the effectual check it would place on the cultivation of the fields through which it passes. Among the Estates which the Canal would injure are the property of the Kapalisvara Temple in Mylapore yielding 2,500 Rupees a year, and of the Kesavaperumal Temple estimated to give 500 Rupees a year. The following are the ways

in which cultivation will be affected by the Canal, and Petitioners' statements may be easily verified by an examination of the state of cultivation on the sides of the South Coast Canal, which the Junction would only be a continuation of.

- (a.) By draining wells of their previous contents, water.
- (b.) By preventing communication between the parts of the field cut up, thus rendering wells sunk in one part useless for another.
- (c.) By swamping it with salt-water which would render the soil useless.
- (d.) By dispersing heaps of sand over the fields under the action of strong sea or land wind.

(e.) By preventing irrigation from one part of the field to another, and in the present instance of barring the flow of water from the tank-water from west to east. Artificial pipes such as Petitioners see used in the South Canal do not serve well the purpose of carrying water through the Canal.

(f.) By stopping the drainage of surplus water from the fields in the time of heavy rain and thus injuring the crops.

Anything like an adequate compensation for the losses enumerated would amount to many laks, prodigiously in excess of the sum estimated by Government.

Your Petitioners would also urge on the attention of Your Grace in Council that the Canal may become a source of danger to Mylapore and the surrounding suburbs by getting flooded with sea-water during heavy monsoons, when all the field around becomes one expanse of water, and when, therefore, unless extraordinary outlets for water are provided, there would be no channel for the escape of waters by. Such dangers though not of frequent occurrence are nevertheless to be apprehended and guarded against.

Your Petitioners humbly beg that, on a consideration of these serious evils, Your Grace in Council will be pleased to order that the project be given up, or if that cannot be done, at least to support of their latter prayer:—

(i.) The alteration which they humbly suggest and which is marked in the accompanying plan by a line of deep blue color would spare the fresh water wells of Mylapore from contamination. The current of spring-water is from west to east, and therefrom when the line of the Canal is near the sea, it would leave the wells untouched.

(ii.) It would save the cultivated lands from the threatened ruin, because in the line proposed, there is very little of fertile soil.

(iii.) The objection raised against the route the Petitioners suggest, namely—that the soil is loose, and that, therefore, the Canal is liable to fill up is not true, and if true at all, it is true of the land up to Barber's Bridge—the part as far as which the Engineers have recommended that the Canal should go,—and not of the part which Your Petitioners pray that it should be continued along. This is an important point of fact, and Your Grace in Council will be easily satisfied of the truth of the Petitioners' statement by an actual examination of the various localities.

Your Petitioners beg in conclusion that Your Grace in Council will give the subject your best consideration and grant the prayer of your Petitioners, backed up as it is by the opinion of the Municipal Commissioners of Madras, and by the unanimous voice of the local press. It is the magnitude of the evil that threatens to overtake them that has induced them to trouble Your Grace in Council with such importunities. Your Petitioners beseech Your Grace

in Council to take into consideration the irreparable nature of the injury which the Canal will inflict on them.

Your Petitioners would also humbly request that work may be suspended pending order on this Petition, at least in that portion of the Canal which is to the south of Barber's Bridge, and should, in spite of all that Petitioners have urged, that order be unfavorable, Your Petitioners humbly request that Your Grace in Council would order the despatch of the accompanying two packets of papers, one to the Government of India, and the other to the Secretary of State for India as early as possible.

Your Petitioners beg that if in despair they have been led to think of appeal against the order of Your Grace in Council, they may be pardoned for what may seem obstinacy, but is in reality only a struggle for subsistence and health.

*Dated this
15th day of January
1877*

Your Petitioners most humbly beg to remain,

Your most obedient Servants and
Subjects.

R. Baljee Rai

L. Shrotoosawmy

Theroogana
Mr. Saunynatha

L. D. ...
5760 ...
L. M. ...
J. M. ...

To

HIS EXCELLENCY LORD LYTTON, VICEROY.

OF INDIA AND GOVERNOR GENERAL

IN COUNCIL.

&c.,

&c.,

&c.

FORT WILLIAM.

*The humble Petition of the Inhabitants of
Mylapore, Suburb of Madras.*

MOST RESPECTFULLY SHEWETH,

That your Petitioners in submitting to your Lordship the accompanying papers, beg permission to appeal to your Lordship against the order of the Madras Government on the Junction Canal Project. It is with the most painful feelings that your Petitioners mention that the Resolution of the Local Government which they protest against is one which has been condemned by one and all who know Madras and its wants well.

The accompanying papers set forth the question in all its bearings, and your Petitioners will therefore content themselves here with a reply to the points urged in the Madras Government Order of the 18th December 1876, No. 3461, a copy of which will be found in the Appendix to this Petition.

The Order in question states that the Junction Canal 'is an important link in the Canal communication of the Presidency.' The utility of the project is a question of the highest importance, especially so when the project involves an expenditure of lakhs of Rupees, and your Petitioners therefore would humbly request your Lordship to enquire into the matter thoroughly. Your Petitioners are satisfied that the Canal is not wanted, that it can serve no purpose which is not already served by the Railway, that there is little trade in the existing Canal south of Madras, and that a Junction Canal of four miles in Madras can in no possible way call forth into existence trade in barren regions where there is none at present. Turning to the other side, *i. e.*, to the cost of the undertaking, your Lordship will see that it will be several lakhs, and when to this is added the value of the property the canal must destroy, and the sanitary evils that must come in its train, your Lordship will have no hesitation in believing with the Petitioners that the Canal is in every way unnecessary. Your Petitioners admit that plausible justification existed for the carrying out of the scheme before the South India Railway came into existence, but since its construction the project has become quite indefensible. Financially, the Canal would be a permanent burden on the resources of the country as its up-keep alone must cost a heavy sum.

In the same Order, Government speak of taking measures to prevent drainage getting into the Canal. Your Petitioners would humbly call your Lordship's attention to the following points in connection with that promise. The Cochrane Canal which runs through another portion of Madras and which originated with the Coast Canal system has converted the Cooum into a sewage collection to the great injury of the health of Black Town and some suburbs. The thing has been a nuisance for years and years, and nothing has been done to improve it. Indeed, the whole of Madras including Black Town and all the suburbs are greatly in need of a proper system of drainage, and nothing has been done to remedy the evil, and Government refuse to sanction anything from the Imperial Funds for constructing drains, or even for removing a mischief caused by an expenditure of Imperial Funds. And now another evil of the same

kind is proposed to be inflicted on Madras, and how are your Petitioners to believe that steps will be taken at an enormous cost to prevent the anticipated mischief. In this connection your Petitioners may mention that His Grace the Duke of Buckingham believes that the Canal would be a fresh water one. With the highest deference to His Lordship's opinion, your Petitioners venture to say that the project is wholly chimerical, that there is no source within a reasonable distance of water from which the Canal can receive any supply of fresh water, and that even if such a supply could be had, the Engineering difficulties must be very great of keeping up a fresh water Canal as a connecting link between two salt-water Canals, each extending for miles in length.

Nor can your Petitioners easily persuade themselves that Government as they promise will be able to prevent the well waters of Mylapore being spoilt. Your Petitioners think that the only measure which would prevent the evil, would be the construction of deep side-walls on both sides of the Canal to prevent percolation of water. Your Petitioners would humbly request your Lordship to consider how expensive must be such a remedy.

* His Excellency said—"I am not altogether convinced of the reality of the advantages expected to accrue from connecting the two canals, which enter Madras from the north and south. For the special purpose for which the Canals were designed, viz., that of bringing supplies to Madras, it is sufficient that they should terminate at convenient points within or near the town. A Junction Canal, uniting the terminal points, might be very serviceable to whatever through traffic is carried on between the districts lying immediately to the north and south of Madras, but there is nothing to show that any such traffic exists of sufficient importance to warrant an expenditure of three lacs of Rupees for its accommodation. As, however, your Government are unanimous in approving of the project, and as the Government of India also regard it as one which ought to be executed as soon as funds can be made available for it, I shall offer no obstacle to its adoption. It will be for you to determine whether the requisite funds can be spared from the amounts to be hereafter annually placed at your disposal for expenditure on Public Works."

Your Petitioners trust that on a perusal of the papers, your Lordship will be pleased to direct that the project be given up, and that work be suspended forthwith pending your Lordship's decision.

For which act of kindness, as in duty bound,

Your Petitioners beg submissively to call the kind attention of your Lordship to Sir Charles Wood's Despatch* on the subject—a Despatch which was penned when the South India Railway was not thought of—and particularly to the protest which the Municipal Commissioners of Madras recently submitted to His Grace the Governor in Council of Madras.

Your Lordship's Petitioners will remain

Your Lordship's most obedient Servants and Subjects.

R. Balajee Rao

Asst. Secy. to Govt.

Mr. S. S. S. S.

Mr. S. S. S. S.

M. S. S. S.

APPENDICES.

- A. Copy of the Petition presented by the inhabitants of Mylapore, dated 12th December 1876.
- B. Government Order thereon.
- C. Copy of Review Petition by the same, dated 15th January 1877.
- D. Copy of Proceedings of the Madras Municipal Commissioners, dated 20th December 1876.
- E. Opinion of the Local Press.
- F. Plan shewing the localities.

Dated this 15th day of
January into year
1877

A.

To

HIS GRACE THE DUKE OF BUCKINGHAM AND CHANDOS,
GOVERNOR IN COUNCIL, FORT SAINT GEORGE.

THE HUMBLE PETITION OF THE INHABITANTS
OF MYLAPORE.

MOST RESPECTFULLY SHEWETH,

That your Petitioners have learned with grave concern that your Grace in Council has arrived at the resolution of carrying out the junction of the Southern with the Northern Coast Canal as a relief work in this time of distress for giving labour to the working classes, and that the junction is to be effected by a cut through the heart of Mylapore. The evils which the proposed work, when carried out, would inflict on the inhabitants of Mylapore directly, and of all Madras indirectly, were pointed out in memorials submitted to the Government of Right Honorables Mr. W. A. Morehead and Lord Napier, whereon they gave up the plan, and assured the inhabitants of Mylapore that no action would be taken in the matter without their being previously consulted. And yet, to the great surprise and anxiety of your memorialists, your Grace in Council has resolved on the immediate carrying out of a work which at best found favour with few professional men, and had always been stoutly opposed by the people, those most interested in the fruit of the work. Trusting, however, that your Grace in Council will reconsider the matter, momentous as are its consequences, and listen to the humble suggestions and prayers of your Petitioners, they beg to lay before you their objections for the carrying out of the plan in its present form, and suggest other modes of relief works calculated to promote the permanent good of Madras.

Your Petitioners beg to quote the following from their memorial to His Excellency Lord Napier on the subject in question :—

“ That your Lordship’s residence in Madras has been sufficient to give you an idea of the relative importance of the various parts of the Presidency Town. It is therefore needless for your Petitioners to give a lengthened description of Mylapore. It is admitted to be by far the best part of the Town, so much so that people from other parts of the Town usually resort to it as a place of health, and respectable people coming from up country almost always fix their residence there. It is besides too well known to require any proof that the inhabitants of Triplicane, Royapett, and other places carry fresh water for drinking purposes from the wells and tanks of Mylapore.

“ That your Petitioners refer your Lordship to Official Records to shew that Mylapore comprises within its area some of the best lands in the Presidency, in which not only paddy, but the most valuable garden products are grown for the Presidency market. A large amount of capital is sunk in these lands, and they are the only means of support to a large and increasing population of farmers and labourers. The value of this property may be judged of when it is stated that an acre of land will, in its present state, fetch at any time on an average

Rs. 1,000 in the open market, and there are upwards of 4,500 acres comprised in the Mylapore limits.

"That if a canal were excavated in the heart of Mylapore, your Petitioners apprehend, in the first place, that it would have the effect of draining the tanks and wells on which they now depend for their supply of water. If it do not produce this result, your Petitioners fear that the salt water of the canal is sure to corrupt the springs to such an extent as to make the tanks and wells completely brackish. As a proof of this, your Petitioners need only refer your Lordship to the effects produced upon Black Town, Chintadripett and other places by the excavation of Cochrane's Canal many years ago, and upon the wells in Black Town by the recent drainage works.

"That your Lordship perhaps may liberally pass over the loss of Government Revenue that the measure is calculated to produce, but your Petitioners respectfully submit that the majority of the inhabitants will feel a very great hardship by being deprived of the only means of livelihood they have, and of the good water which now contributes so much to the health of the inhabitants and makes the place so attractive in a sanitary point of view."

The objections which existed then do exist now, and have acquired great weight. The value of the lands has increased since, and the necessity has become stronger to preserve the purity of its wells. Last year Cholera was very violent in Mylapore, and public health has been going down year after year. It is therefore with the most terrible forebodings that your Petitioners look upon the prospect of a standing sewage collection in the midst of the town similar to what the inhabitants of Chintadripett and other suburbs have suffered from since the Cochrane Canal converted the Coom, whose waters were once drinkable, into the most obnoxious sewer that any town can have.

In addition to the above evils of a permanent character, your Petitioners beg to call the attention of your Grace in Council to one of a temporary nature, but none the less deserving of serious consideration, namely, that if the Canal be dug in the middle of the town, as it is at present proposed to do, it would needs bring into it a large influx of coolies which, in a time of drought and scarcity, cannot but seriously affect the health of Mylapore.

And now as to the question of the usefulness of the junction. Your Petitioners humbly request your Grace in Council to peruse all the papers connected with the project, and consider whether the expected extension of traffic is worth the estimated outlay. The existing Railways connect Madras with the interior on all sides, and they serve well enough for purposes of trade. While thus the advantages to Mylapore or Madras generally are few, the evils are serious.

Your Petitioners, however, are fully alive to the necessity of starting a great relief work in the vicinity of Madras, and beg to be permitted to suggest to your Grace in Council the advisability of deepening the Mylapore and Nungumbaukum Tanks (Arys), and improving tank bunds and repairing the channels. The Petitioners are not the first to suggest this scheme to the consideration of Government. Able Engineers, who had studied the wants of Madras best, have proposed the same, and a better opportunity than the present cannot offer itself for Government to carry out a project so beneficial to Madras. Half the lands of Madras are under the irrigation of these tanks, as the Quit-rent Department will testify;

and the land revenue of the town, not to speak of the comfort and health of the people at large, depends on the storage they are capable of. Besides, work in those tanks will keep the laborers out of the town and scattered over a large area, and the sanitary objection urged in connection with the present execution of the canal does not apply to the work the Petitioners have suggested.

Finally, should Government insist on carrying out the canal scheme, your Petitioners beg humbly to request that the site of the Canal may be altered, so that it may run as near the beach as possible, connecting the existing backwaters near the sea, all along the Beach Road on to the south by the Saint Thomé High Road. The course your Petitioners propose would not only make the Canal much less costly, inasmuch as the distance is shorter,—more than half of which is already low waste land, as the existing backwaters may be utilized and as lands may be bought for a trifle,—but save the valuable cultivated lands of Mylapore and leave its fresh-water wells unaffected. It would further aid traffic, as it would be close by the Mylapore Market and Triplicane Firewood Dépôt.

Your Petitioners, in conclusion, pray that your Grace in Council will reconsider the question and save Mylapore from the evils which threaten it.

Your Petitioners humbly pray for permission for a deputation from them waiting on your Grace in Council.

For which act of kindness, your Petitioners shall, as in duty bound, for

EVER PRAY

MYLAPORE,
12th December 1876. }

signed by R. Balagobai
& 500 inhabitants of
Mylapore

B.

No. 428.

ORDER THEREON, 18th December 1876, No. 3461.

CIVIL WORKS, No. 23-B.

HIS GRACE the Governor in Council has given the Petition of certain inhabitants of Mylapore his attentive consideration. Its

purport is much the same as that presented by them in 1868, and recorded with G. O., No. 1148 of 16th April; a portion of which they quote. There is no foundation for the statement that the Junction Canal Project, an important link in the canal communication of the Presidency, was ever abandoned—although it was laid aside by G. O., No. 572 of 27th February 1871, for a time purely on financial considerations.

2. The Petitioners may rest assured that every precaution will be taken for providing that sewage shall not enter into the canal, but shall be diverted into the natural drainages which now receive it, and which will be carried under the canal. Their irrigation supply from the Mylapore or other tanks where intercepted by it will also be carefully provided for, and preventive measures will be taken against the water-supply or level of their wells being affected by the canal. The alternative route suggested by the Petitioners was fully considered some years since, as well as some other suggested lines, and was thrown out on professional grounds—which decision the recent consideration confirms.

(True Extract.)

G. W. WALKER, MAJOR-GENERAL, R. E.,

Secretary to Government.

To Petitioners.

To the District Engineer, Presidency

„ Revenue Department.

„ Financial Department.

C.

TO

HIS GRACE THE DUKE OF BUCKINGHAM AND CHANDOS.

&c.,

&c.,

&c.

GOVERNOR IN COUNCIL.

Fort St. George.

The humble Petition of the Inhabitants of
Mylapore, Madras,

MOST RESPECTFULLY SHEWETH,

That your Petitioners greatly regret that their representations against the proposed Junction Canal contained in their Memorial of the 12th ultimo have been disposed of adversely to them by your Government in Council; but the importance of the step that has been resolved on, involving as it does the waste of much valuable property, the ruin of many families, and what is most important, permanent injury to the health of Mylapore in the shape of fresh-water wells converted into salt-water reservoirs and the like, induces your Petitioners once more to approach Your Grace in Council, in hopes that a second hearing will be given to their representations, and that the project will be abandoned.

It is not for your Petitioners to dwell on the first and most important question, which Your Grace in Council has to consider about the Canal, namely, will it pay, will it yield any good in return for the laks of Rupees proposed to be spent on it—a question all important in these days of financial embarrassment, but still one in which the general public is interested, and not your Petitioners exclusively.

Your Petitioners, taking it for granted that the first question has been solved in favor of the Canal, humbly beg to enumerate the evils which are certain to result from carrying out the project as at present planned.

(1.) The Canal passing through the heart of Mylapore and in the vicinity of fresh-water wells cannot but render the water in the neighbourhood brackish. This result has followed wherever Canals have been dug. Not to go far, Petitioners beg to mention to Your Grace that well-water in the neighbourhood of Trevelyan Water Works was originally good, and became spoilt when salt-water was introduced into those parts, and has again changed into good when the new Water Works brought in a supply of drinkable water. Petitioners do not believe that engineering skill could at any moderate cost, nay even at any cost commensurate with the importance of the work, prevent such a disaster. Besides, in the rainy season when generally half the fields of Mylapore are under water, the salt-waters of the Canal spreading over a large area would spoil what little of good water may be left, and, making the ground on both sides of it swampy, seriously affect the health of Mylapore. The two evils here pointed out are of themselves enough to induce Your Grace in Council to abandon the project of carrying the Canal through Mylapore as at present proposed.

(2.) Hundreds are the families who own lands along the route that the Canal is intended to take. To most of them their land is the only means of subsistence. Whatever may be the compensation Government may give them, it will not pay their losses, which would consist not simply of the actual ground taken up by the Canal, but the effectual check it would place on the cultivation of the fields through which it passes. Among the Estates which the Canal would injure are the property of the Kapalisvara Temple in Mylapore yielding 2,500 Rupees a year, and of the Kesavaperumal Temple estimated to give 500 Rupees a year. The following are the ways

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in which cultivation will be affected by the Canal, and Petitioners' statements may be easily verified by an examination of the state of cultivation on the sides of the South Coast Canal, which the Junction would only be a continuation of.

(a.) By draining wells of their previous contents, water.

(b.) By preventing communication between the parts of the field cut up, thus rendering wells sunk in one part useless for another.

(c.) By swamping it with salt-water which would render the soil useless.

(d.) By dispersing heaps of sand over the fields under the action of strong sea or land wind.

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(f.) By stopping the drainage of surplus water from the fields in the time of heavy rain and thus injuring the crops.

Anything like an adequate compensation for the losses enumerated would amount to many lakhs, prodigiously in excess of the sum estimated by Government.

Your Petitioners would also urge on the attention of Your Grace in Council that the Canal may become a source of danger to Mylapore and the surrounding suburbs by getting flooded with sea-water during heavy monsoons, when all the field around becomes one expanse of water, and when, therefore, unless extraordinary outlets for water are provided, there would be no channel for the escape of waters by. Such dangers though not of frequent occurrence are nevertheless to be apprehended and guarded against.

Your Petitioners humbly beg that, on a consideration of these serious evils, Your Grace in Council will be pleased to order that the project be given up, or if that cannot be done, at least to alter its route for the distance of a mile at most, and they beg to urge the following grounds in support of their latter prayer:—

(i.) The alteration which they humbly suggest and which is marked in the accompanying plan by a line of deep blue color would spare the fresh water wells of Mylapore from contamination. The current of spring-water is from west to east, and therefore when the line of the Canal is near the sea, it would leave the wells untouched.

(ii.) It would save the cultivated lands from the threatened ruin, because in the line proposed, there is very little of fertile soil.

(iii.) The objection raised against the route the Petitioners suggest, namely—that the soil is loose, and that, therefore, the Canal is liable to fill up is not true, and if true at all, it is true of the land up to Barber's Bridge—the part as far as which the Engineers have recommended that the Canal should go,—and not of the part which Your Petitioners pray that it should be continued along. This is an important point of fact, and Your Grace in Council will be easily satisfied of the truth of the Petitioners' statement by an actual examination of the various localities.

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Your Petitioners beg that if in despair they have been led to think of appeal against the order of Your Grace in Council, they may be pardoned for what may seem obstinacy, but is in reality only a struggle for subsistence and health.

Dated this
15th day of
January in
the year 1877

Your Petitioners most humbly beg to remain,

Your most obedient Servants and
Subjects. *Signed by*

R. Balaji Rao & Co. Secy
— Agents of Mylapore —

THE MADRAS MUNICIPALITY.

A GENERAL MEETING of the Municipal Commissioners was held Wednesday 20th December 1876 at twelve noon. There were present Mr. L. R. Burrows, acting President, the Rev. Dr. Strachan, Mr. Vencatramiah Garu, Mr. Vanagopaul Charlu, Mr. Somasoodrum Chettiar, Mr. B. Lavery, Mr. Rungiah Naidu, Colonel W. S. Drever, Mr. Theroovengada Moodelly, Mr. C. Grant, Mr. Krishnamah Charriar and Mr. J. Hamnett.

The sixth subject was an order of Government directing that the Junction Canal between the Adyar and Cooum rivers be commenced as a Famine Relief Work.

The President observed that as this was an important subject he would like to know if the Commissioners had anything to say respecting it.

The Rev. Dr. Strachan remarked that it would be pernicious and useless to carry out this work. The water was not fit for irrigation or domestic use, and if the proposition should be carried out, the fresh water wells in Mylapore would become quite brackish. It was therefore pernicious to open out a work which would do more harm than good. It was also a useless measure to undertake the work. If 10,000 persons were to be engaged on the work the moment it is commenced some 40,000 thousand would come forward. In this over-crowded city where disease and pestilence were staring us in the face, he did not think it wise or prudent to proceed with the work. It was stated that the object of the work was to bring food into Madras. Dr. Strachan thought that this difficulty was overcome by the establishment of the South India Railway Company.

The canal would be a pestilential incubus upon the health of the residents of Mylapore, and it would be neither useful nor ornamental.

Colonel Drever in seconding Dr. Strachan remarked that cholera was rife now, and that between 40 and 50,000 persons were fed daily. It was wrong in principle to bring more down into Madras, and if this work was proceeded with, he thought that things would come to a worse crisis.

Mr. Kistnama Charriar also strongly deprecated the idea of opening out this work. If this work was carried out, he considered that Madras would have a second Cooum, and moreover he did not think that it would be a financial success.

Mr. Hamnett remarked that he did not think that the Commissioners should consider the financial point of the undertaking. Government no doubt, he said, must have obtained the advice of the proper officers on the subject, and they must also have had the opinion of the Sanitary Officer.

Mr. Burrows said that there was no doubt that the Sanitary Officers of Government must have given their views on the subject. The Commissioners would have been placed in a better position if the report of the Sanitary Officer was communicated to them. Viewing it from a non-professional stand point, he considered that the work would be a deleterious one. An influential petition was forwarded to Government by the inhabitants of Mylapore, and he considered that their objections were well grounded. Mr. Burrows thought that the canal would be a bad thing for the town. It was then proposed by Rev. Dr. Strachan, seconded by Colonel Drever and carried:—

That the Commissioners desire with all deference to the Government to state their decided opinion that the proposal to form a canal between the Adyar and Cooum rivers as a Famine Relief Work, is, in the highly insanitary condition of the city at present, a most hazardous and inexpedient project, and they would earnestly urge its being finally abandoned.

HISTORY AND VALUE OF THE JUNCTION CANAL.

WE have ascertained that the sudden resolution of the Madras Government to commence, and carry sharply through, a canal of about four miles in length to join the Sadras and Cochrane canals is not regarded with approval by officers of the Department of Public Works. The pressing necessity of finding work for the thousands of people who are friendless, homeless, and starving in the town, is denied by nobody; but the work which has been selected by the Government for their relief, will not, it is apprehended, yield any fair return in any shape to the State. We have repeatedly had occasion to urge that the Government should not be so appalled by the trying circumstances of the moment, as to lose sight of the importance of obtaining some valuable result by their violation, under dire compulsion, of the maxims of politico-economy. In all probability the distress resulting from failure of crops will come to an end in six or seven months at the latest, and it is a matter of the first importance that when the cost of combating famine is totalled, we may, with some degree of complacency, regard the creation by famine expenditure of works likely to contribute to the well-being of the country at large. The recent revelation by the Government of India of the critical state of the Imperial finances, and the warlike outlook in Europe and Central Asia, prove that the present is a singularly unfortunate time for the occurrence of famine; but the very stringency of the finances should warn the Government so to expend money in the relief of distress as to achieve some permanent good for the country which may be accepted as a fair compensation for an unwelcome and untimely but unavoidable outlay.

Regarded not only as a relief work, but also as an undertaking affecting the eventual well-being of the Presidency Town, the Junction Canal project has not much to commend it. For two and twenty years has the proposal to effect the union of the canals been before the Madras Government. The expenditure of time, ink, pens and paper in reporting upon it, has been enormous, but the more it has been looked at, the less has it been liked. To Lieutenant CHAMBERS, R.E., belongs the honor of having prepared the first of many surveys and estimates for it. This officer was Superintendent in 1854 of the Sadras canal, and he proposed to carry the Junction from Sadras to the Adyar, through the compound of the house now occupied by Mr. GUJAPUTHE Row, and thence to Nungumbaukum and the Cooum. His estimate was Rs. 2,68,000 exclusive of compensation for damage to property. Captain COLLYER, R.E., followed with a modification of Lieutenant CHAMBERS' proposal, in view to avoiding the destruction of valuable house property in Nungumbaukum, and his suggestions were approved by Colonel LAWFORD, R.E., Captain JOHNSON, R.E., and Lieutenant SANKEY, R.E. Three years slipped away; much was written; nothing done. In January 1857, however, Colonel ARTHUR COTTON, R.E., by order of Government, reported upon the several proposals before them, and characteristically condemned them all. He urged that "whatever the cost may be, we ought to carry the canal where it is wanted," and with this truism as his motto, he proposed that the line of canal should pass through PUGH's gardens at the Adyar, through the fields and gardens east of MOWBRAY's road, through the compound of the house lately occupied by Mr. ORR, and now by Colonel HANDS, on to Royapettah, passing the Club Chambers at PATTER's gardens, through the BEGUM's grounds, across the Mount Road by SHAW's shop, and thence into the Cooum close to the Mahomedan burial-ground. He advocated a high level canal, 10 feet above mean sea level, provided with locks; and he proposed that water should be pumped into it by a steam engine as required. The estimated cost was Rs. 2,93,000 including compensation for damage to property. The Government ordered the Water Supply Committee to report upon Colonel COTTON's Report; but a few days after the order was published, the Mutiny broke out, and the Committee delegated their duty in the matter to Mr. KENNEDY, C. E. That gentleman

then prepared plans and estimates in accordance with Colonel COTTON's suggestions, though he did himself not approve of the Colonel's high level idea, and was in favor of a sea level canal on the same line. Two years more passed; a good deal more reporting went on, but no action was taken.

Then Sir CHARLES TREVELYAN appeared on the scene with the proverbial zeal of a new broom. To him the proposed Junction Canal commended itself as a work of a "beneficent and productive character" that was "calculated to mitigate the great and increasing dearness at the Presidency capital of firewood and all the other necessities of life." His Excellency, in a Minute, stated that the work "ought to be undertaken without delay by the direct action of the Government." He pointed out that "upwards of 60 miles of canal on the north, and 40 miles on the south of Madras, have already been made by the Government, and the whole of this long line of navigation will be rendered more useful and remunerative by the construction of this connecting link which will be only 3 miles and 1,099 yards long." "It is not right that the State, that is the public, should lose the benefit of its large previous outlay for want of the small additional expenditure required to connect the existing lines of navigation on the north and south of Madras." Thereupon, the Government ordered Colonel BELL, their Chief Engineer, to prepare the necessary working plans and estimates for the projects referred to by the Governor "to be undertaken at the cost of the State, viz., the Junction Canal between the Cooum and the Adyar, and the canal from the Medical College at the south-east end of Black Town to the Light-house." And so urgent was Sir CHARLES TREVELYAN, that Colonel BELL was directed to report without waiting for details, the probable amount which could "be expended on these works within the current official year." His Excellency requested the "general sanction" of the Government of India to an expenditure of a lac in the current year, "pending the submission of detailed estimates." The Supreme Government approved of the proposal, but owing to their want of authority to give sanction, referred it to the Home Government for orders. In January 1860, the detailed plans were submitted by Mr. KENNEDY together with an estimate of Rs. 3,59,300. The Government being of opinion that "this work does not yield in importance to any that could be proposed, and that measures ought to be adopted to secure its early commencement," approved of the plans, and entered the estimate in their Budget of 1860-61. But Sir CHARLES WOOD, Secretary of State did not share Sir CHARLES TREVELYAN's enthusiasm about the work, for in February 1860 the former wrote:—

"I am not altogether convinced of the reality of the advantages expected to accrue from connecting the two canals, which enter Madras from the north and south. For the special purpose for which the canals were designed, viz., that of bringing supplies to Madras, it is sufficient that they should terminate at convenient points within or near the town. A Junction Canal, uniting the terminal points, might be very servicable to whatever through traffic is carried on between the districts lying immediately to the north and south of Madras, but there is nothing to show that any such traffic exists of sufficient importance to warrant an expenditure of three lacs of Rupees for its accommodation. As, however, your Government are unanimous in approving of the project, and as the Government of India also regard it as one which ought to be executed as soon as funds can be made available for it, I shall offer no obstacle to its adoption. It will be for you to determine whether the requisite funds can be spared from the amounts to be hereafter annually placed at your disposal for expenditure on Public Works."

The ardour of the Madras Government was not, however damped by this judicious expression of doubt, but Mr. KENNEDY was ordered to commence operations, and with the sanction of the Government of India, Rs. 1,50,000 were placed at his disposal for the purpose. That gentleman thereupon began to mark out the route and to clear the line, when some one suggested another trace nearer the sea; and the Government ordered Mr. KENNEDY to pause while they set to work talking about the rival projects. Their Chief Engineer, Colonel HORSLEY, R. E., reported most unfavourably upon the suggested coast line; but the Government were by no means satisfied. But they paid that officer the very poor compliment of calling

his report a "very summary one." At the same time they gave a cuff to Mr. KENNEDY "whose estimate for the purchase of the land by the route proposed by him is much understated;" and they concluded a waspish Order by stating that "the Chief Engineer is accordingly requested to have the examination made by a competent officer, whose report should be laid before Government, accompanied by any remarks which Colonel HORSLEY, on further consideration of the subject may wish to offer." Mr. DOPPING, C. E., was now called in, and he prepared fresh plans, and a fresh estimate (Rs. 4,36,975) for the inland line. Colonel HORSLEY forwarded this estimate, and in a review of it cut down the cost to Rs. 3,86,000, and calculated the expense of the alternative coast line at Rs. 5,00,000. The papers were then referred to Colonel RUNDALL, R. E., who drew up an elaborate history of the whole subject, and gave his adhesion to the inland line. But as all the "doctors differed," Sir WILLIAM DENISON, R. E., the new Governor, who had just arrived, ordered the papers to "lie over."

A month afterwards His Excellency took the matter in hand, and returned to the proposal made in 1856 by Lieutenant CHAMBERS, chiefly with a view to the water supply of Madras. In June 1862, the Government returned to the attack, adopted a scheme for a high level fresh water canal, and ordered Mr. KENNEDY to prepare plans and estimates. The order was DENISONIAN, and, according to Mr. W. FRASER, C. E., "a grave misconception pervades the whole." Mr. KENNEDY thereupon reverted to Colonel COTTON's plans, supplemented by a scheme for filling the Mylapore and Nungumbankum tanks, and estimated the cost at Rs. 7,50,000. But the Government passed no order on the subject, and the question remained in abeyance until January 1864, when the Government of India inquired what were the obstacles that prevented "the carrying out of the sanctioned extension from the Adyar to the Cooum." Another period of inaction now ensued, until March 1865, when Mr. FRASER, was appointed Superintendent of the East Coast Canal, and was directed to consider the construction of a high level fresh water canal from the Adyar to the Cooum in connection with the water works and other projects. Nothing seems to have been done until "the approach of the famine of 1866," when, according to Mr. FRASER's account, "the preparation of the plans of the Junction Canal was hastened for the purpose of supplying unskilled labour for the people who were expected to crowd into Madras." But "it was subsequently considered that unless an ample supply of fresh water could be obtained, the canal would be a nuisance, and the preparation of the plans was ordered to be suspended."

This was ten years ago. Again, famine approaches. Again, is the Junction Canal thought of "for purpose of supplying unskilled labour for the people who crowd into Madras;" and, on the 29th ultimo, the present Government ordered "the District Engineer to take immediate measures for undertaking the opening of the canal as a Famine Relief Work." We learn that:—"The line to be opened is that accurately described in paragraph 4 of Mr. FRASER's Report, recorded with Government Order No. 1585 of 1st July 1870. But it is determined that it shall be straightened through the Chepauk Park, but so that its central line shall not be nearer the front of the Revenue Board Office than 40 yards. This section will be laid out, without delay, for inspection and final approval. Commencement will also be made at once with laying out the line of canal from the Adyar end; and it will be surveyed and levelled accurately; and schedules of the land required to be taken up prepared without delay so as to admit of the Collector taking the necessary means for valuing and acquiring it. The canal will be laid out for a bottom width of 20 feet, and depth of 4½ feet below mean sea level, and slopes of 2 to 1; 10 feet span will suffice for all overbridges."

Mr. FRASER's estimate was Rs. 5,02,377; He stated in his report that the "articles of produce" conveyed by the Sadras canal are "principally firewood, dressed and undressed, stone, rice, cocoanuts, palm leaves, &c." That is all. His line leaves the Adyar river, opposite the outlet of the Sadras canal, is carried through PUGH's garden, thence to Yellapamada Covil road, across Luz Church road, near the house now occupied by Mr. MAUDE, thence to the Mylapore road, Barber's Bridge road, through Kistnampet, across the Ice

House road, past the west side of the Hindoo burying ground, across the Triplicane drain, across Pycroft's road and through Chepauk and Government House Parks into the Cooum.

Lord NAPIER, in a Minute of the 25th May 1860, gave a lukewarm support to the project, which he says had been strongly recommended to his attention by his predecessor in office. He was constrained to state that notwithstanding the great accumulation of papers on the subject, "we know what sort of a canal it should be; we know how it should run; and we know that it will cost five lacs;" but "we still require to know whether it ought to be undertaken, and how it is to be paid for." The proposed canal "is a project in which the Government is in some degree directly interested with reference to the transport of Salt, and to the supply of various public establishments with certain commodities." But his Lordship considered that as the interest of the work is undoubtedly local, it is a Municipal as well as an Imperial one, and, therefore, that "before embodying any definite judgment on the project, the Government ought to take the opinion of the Municipal Commission and of the public." Accordingly,—and we beg the particular attention of the Duke of BUCKINGHAM to this point—"I propose," said Lord NAPIER, "that the papers now before Government on this question be communicated to the Municipal Commission, and the Chamber of Commerce, and that they be laid on the Editor's Table." His Lordship's suggestion was acted upon. The Municipal Commissioners refrained from expressing any opinion as to whether the advantages that the canal would afford, compared with the outlay and the inconvenience it would cause, were such as to render the execution of the work desirable, but they represented that the Municipality was not in a position to contribute to the undertaking. The Government profited by the objections raised, and, on the 27th February 1871 recorded that the "project having now been fairly examined, and submitted to the judgment of those most directly interested, and their opinion being adverse, it must be abandoned for the present. The information which has been collected will doubtless be of use should the subject be hereafter revived under more favourable auspices."

It has now been revived under the auspices of the Duke of BUCKINGHAM, but the project has not been re-submitted to the judgment of "those most directly interested." We are, however, in a position to affirm that the project is disapproved by Engineers, by Sanitary Officers, by House-owners, and by many who have given a dispassionate attention to the subject. The chief objection to the canal is now, just as much as it was six years ago, that "it will eventually lapse into the *clouca maxima* of the southern, as the Cooum already is of the central part of the town." It will, in short, confer upon Triplicane, Mylapore, the Luz, and Adyar the questionable blessing of having a minor Cooum not running through but in their midst. It will possibly be useful in bringing a few coconuts and cardamoms, and some firewood to market, but if 25 per cent. be added to the estimate, the outlay will represent an annual charge at only 5 per cent. of Rs. 2,600 per mensem in perpetuity, exclusive of the charge for maintenance and cleansing. Since the scheme was started this city has been placed in communication with the north, north-west and west by means of the Madras Railway, and with the south and south-west by the South India line. The town is no longer land-locked, and it has yet to discover the need of a junction between its northern and southern canals. No trade ever will pass from the northern canal into the southern, or vice versa; and no passenger traffic worth a moment's consideration can be counted upon. Commercially the proposed Junction Canal will be valueless; and if it cannot be shewn that it will "pay" it ought not to be undertaken. But, when we view it as what it is sure to become, a filthy stagnant sewer, passing through some of the poorest and most crowded quarters of the town, we are entitled to ask the Government to reconsider their present resolution, which amounts simply to this, that an abiding mischief will be done to the town in order that temporary employment may be found for starved-out ryots. Necessity, it is said, has no law; but ere the present Government rush in where seven previous Administrations have refused to tread, we would beg them to take heed lest, by discounting the future to secure a momentary relief, they render the last state of this town worse than the first!—*Madras Mail*.

908
266
26-17

M. Moorthy Mudali

to the Hon. Secy to Govt

to the Hon. Secy to Govt

M. Srinivasa Mudali

M. Sabathia Mudali

to the Hon. Secy to Govt

Parthasarathy Mudali

M. Srinivasa Mudali

to the Hon. Secy to Govt

to the Hon. Secy to Govt

to the Hon. Secy to Govt

Veeraswamy Mudali

to the Hon. Secy to Govt

to the Hon. Secy to Govt

M. Srinivasa Mudali

M. Srinivasa Mudali

to the Hon. Secy to Govt

to the Hon. Secy to Govt

M. Srinivasa Mudali

M. Srinivasa Mudali

L. Srinivasa Mudali

to the Hon. Secy to Govt

M. Srinivasa Mudali

to the Hon. Secy to Govt

M. Srinivasa Mudali

P. Venayaga Mudali

M. Srinivasa Mudali

to the Hon. Secy to Govt

to the Hon. Secy to Govt

M. Srinivasa Mudali

M. Srinivasa Mudali

to the Hon. Secy to Govt

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M. Sankarany Moodelliar

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M. Nathamany Moodelliar

M. Rathanavabo Moodelliar

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M. Chokalingum aachary

M. Sankarany Moodelliar

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M. Gomulasingam haick

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Ganeshalingam

M. Sankarany

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M. Sankarany Moodelliar

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M. Sankarany

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M. Rathanavabo

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M. Narayanaswamy

M. Krishna Rajoo

M. Sankarany

M. Appaswamy Moodelliar

M. Moosogam

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T. Sankarany

M. Rathanavabo

M. Sankarany Moodelliar

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T. Sankarany

V. Sankarany

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M. Rathanavabo

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Handwritten text in Tamil script, organized in columns. The text includes names and titles such as "A. Casavalo", "M. P. S. S. S. S.", and "M. P. S. S. S. S.". There are also some numbers and dates written in the margins.

Handwritten text in Tamil script, organized in columns. The text includes names and titles such as "M. Chockia", "M. P. S. S. S. S.", and "M. P. S. S. S. S.". There are also some numbers and dates written in the margins.

Handwritten text in Tamil script, organized in columns. The text includes names and titles such as "M. P. S. S. S. S.", "M. P. S. S. S. S.", and "M. P. S. S. S. S.". There are also some numbers and dates written in the margins.

Handwritten notes in Telugu script, likely bleed-through from the reverse side of the page. The text includes various names and phrases, such as "శ్రీమద్భగవద్గీతా", "అర్జున చరిత్ర", and "కృష్ణార్జున సంవాదము".

[illegible][illegible][illegible]

M. Thomas (self)

1872

محمد عزيز الدين
Ahmed Hassan

P.W.D.
16 JAN 77
No. 368

To

880

Major General G. M. Walter A. C.
Secretary to Government
Public Works Department.

Respected Sir,

On behalf of the inhabitants
of Nagla, we the undersigned beg
to submit the accompanying memorial
and to request that you will be
pleased to lay it at your earliest
convenience before Government. It
is the earnest prayer of the
Memorialists that the papers
which accompany the memorial
should be forwarded to the
Government of India and the
Secretary of State for India, if
the Madras Government should
again

again decide the question adversely
to them. We have particularly to
request that you will be pleased
to give the support of your
favorable opinion to our cause.

Dated 15th day
of January
1877

We beg to remain
Respected Sir

Your Most Obedient Servant,
R. Balajee Rao.

~~The most worthy person~~
~~Theravagana~~

~~Worshipful~~

~~M. Sanyugatha~~

~~L. D. Ann~~
~~to Mr. M. K. and 4~~
~~St. M. D. 1877~~

43

GO No 1148-9-16 apl/6
 No 542-9-27 July/1
 No 3225-9-29 Nov/16
 No 3461-9-18-12-16
 No 3583-9-29-12-16

P.W.D.
 16 JAN 77
 No 368

From
 The Inhabitants of Mysore

Dated 15th January 1877.

Enclos: 2 ✓

Submitting Memorial
 and other papers, connected with the
 Junction Canal, with a view to forward
 the same to the Government of India
 and the Secretary of State for their
 favorable consideration.

N-578.-

Recd 20-1-77
 Ciu 11-1-77 (Recd 20-1-77)

P. W. DEPARTMENT.

Read the following *petition*

from the Inhabitants of Mysore dated
 15th Jan. 1877

FOR ORDERS.

Charles Mayr Gould
 Secy to Govt

368
Functional

I feel for the thousands
the same subject
has already been
given to them -
If they are to know
anything of the things
I should feel as
* Apparent to them
on the road from
1844

Cir - 16-1-77 Retd V. Resin 20-1-77
 Cir 1-1-77 Retd 20-1-77

Mexicanus

Proposed Reply there
written in fact.

The papers containing the views of the Madras Government in reference to the prayer of the Memorial of the Inhabitants of Mysore will be forwarded by post. They have been already communicated to the Secretary of State.

By J. M. Keedy to Cash

Letter George
13th March 1877

Public Works Department.

6.

26 Jan 77

1

A.C. dated 15th June 1977

7.0241

C. W.

1-2-7

Have these copies been
actually sent then? When to the Govt of India -
if so the telegrams
will have to be modified
again -

18.3

18.3

90

Govt of India

51

Copy of the Despatch to the Secy of State
together with the plan prepared by the
inhabitants of Mysore & the surrounding

Lieut.

G.O. 18 Decr 1876 No 3461

" 29 " " " 3563

" 26 Jan'y 1877 " 266 "

See 20-1-77 17-3-1-77

Petition from the Inhabitants of
 Mysore together with the plans which
 accompanied the petition & the corresponding
 orders
 L. O. 16th April 1868 No 1148
 " 4th July " No 2134 together with the
 " 18th Decr 1876 No 3461 -
 " 29th Decr 1876 No 3563 -
 " 26th Jan 1877 No 266 -
 The above have been
 put up in the file.

Can 20-1-77
 17-3-1-77

To The Most Honorable
 The Marquis of Salisbury
 Secretary of State for
 India.

My Lord Marquis.

We have the
 honor to forward
 for your Lordships
 consideration a peti-
 tion from certain
 inhabitants of Mysore
 praying that our
 project of forming
 a junction canal
 between the Adyar
 and Coomoo Rivers
 may be abandoned;
 with our reply to the

9. Petition, and a file
of previous correspondence
upon the subject.

1148 of 10 April, 1868
1148 of 16 July 1868
2134 - 4
2134 - with Report
3461 - 10
3461 - 18 Dec 1870

W. C. 22-1-77
C. 20-1-77

318/0
Govt. of 1877 Madras.
PUBLIC WORKS.

To

By

Issued

Recd.

Encl.

G. O., 26th January 1877, No. 268

Nos. 578-579

Agar & Comm Junction
Canal Project.

Petition Memorial from
Certain inhabitants of Mysore
- pray that the
may be abandoned, & the
be forwarded to the
Home for -

The undersigned petition from
Certain inhabitants of Mysore
- pray that the Agar
& Comm Junction Canal
Project may be abandoned.