

(1) Number of pages 24

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.

544

Press
Mis

Dated

4 8

1877.

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

4th August 1877, No. 544 W.

Buildings and Roads.
Civil Works.

Read the following paper:—

No. 58. From the District Engineer, Nellore, dated 27th July 1877, No. 1,461,

No. 59. ORDER THEREON, 4th August 1877, No. 544 W.

IN order to find employment for the large number of people who will be thrown out of work by the completion of the portions in hand of the Buckingham Canal, His Grace the Governor in Council desires that immediate arrangements be made for rendering the canal navigable throughout from Madras to the Kistna. Seeing that there are only nine weeks before the setting in of the north-east monsoon, no time should be lost in putting the work in hand, which will afford employment for the present for every available workman. Any delay in completing the canal and clearance at the Pulicat end will be a serious bar to navigation.

2. To obviate the delay inseparable from divided management, Mr. O'Shaughnessy will have charge of the whole length of canal and branches from the Ennore Lake to the Kistna.

3. In addition to this work much can be done near the Pennair in guarding the canal itself from being silted up during floods.

4. Detailed instructions for the employment of labor in the Kistna Delta and its neighbourhood have been issued in G.O., No. 197 I, dated 31st July 1877.

5. Mr. O'Shaughnessy should have confined his remarks to works under his own supervision and not have animadverted on works carried out by other departments under circumstances of great difficulty.

(True Extract.)

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

To the District Engineer, Nellore.
" " Kistna.
" " Chingleput.
" Collector of Nellore.
" " of Kistna.
" " of Chingleput.
" Board of Revenue.
" Revenue Department.
" Chief Engineer for Irrigation.

End E. C. Shunker.

Spare Copies

Letter from the District Engineer
 No. 11461 of 27th July 1877

FOR ORDERS.

& a Mr Colonel R. B.

Says to Govt. P.W.D.

Fort St. George }
 28th July 1877 }

Received of the
 District Engineer
 the sum of Rs. 100/-
 for the purchase of
 materials for the
 construction of the
 bridge at the
 junction of the
 river and the
 canal.

No. 1461 District Engineer's Office
Yellow
27 July 1877

From,
The District Engineer
To, The Secretary to Government
Public Works Department
Fort St. George.

I have the honor to report that
all the work on the canal is nearly completed.

I have the honor to report that
the Buckingham canal is so nearly complete
that some difficulty is already experienced
in finding employment for the people now
at work and seeking work upon it, and
the time has arrived for deciding
immediately how these people are to be
employed hereafter.

2 There are exclusive of those on
the canal about 30,000 people now
employed on scattered relief works
all over the District and for want.

404 August 77 No. 544.77

No. 1461 District Engineer's Office
Kellow
27 July 1877

From,
The District Engineer
To, Kellow
The Secretary to Government
Public Works Department
Fort St. George.

I have the honor to report that
all the people
employed

the Buckingham canal is so nearly complete
that some difficulty is already experienced
in finding employment for the people now
at work and seeking work upon it, and
the time has arrived for deciding
immediately how these people are to be
employed hereafter.

2 There are exclusive of those on
the canal about 30,000 people now
employed on scattered relief works
all over the District and for want.

404 August 77 No. 54477

of proper supervision and other causes they are in a great measure doing more harm than good, making roads so called that are not worth the ground taken up by them, and which will, like the road referred to in G. O. 12 of 1877 to 82, be never of any use.

3 The expenditure on these works is I believe up to date 10 or 12 Laes of Puspas, the result is I may say nil and the people superintendents and all are becoming thoroughly demoralised.

4 The canal including the section from Kristnapatnam to Permain has cost up to date about 12 Laes of Puspas and it will cost about 3 Laes more to make it navigable throughout, that is to say we have spent 12 Laes of Puspas (necessarily of course) doing as I maintain more harm than good in one direction, while the expenditure of about a similar amount in another direction adds 105 miles of navigation to the

resources of the country and completes a work that has been spoken and written about for 2 generations at least.

5 There is including casual absentees an organised body of 5000 people now on the canal, they are not (with the exception of Immigrants) treated as ordinary Famine Coolies, they support their families themselves and we know nothing of the actual numbers dependant on the work for subsistence, but as the non-workers of a family are certainly as numerous as the workers, we may safely say that the canal is at this moment and has been for many months supporting 100,000 people.

6 The question of providing for these people has now to be decided. Is the canal organisation to be broken up, are the people to be scattered about the country doing more harm than good, and are 100,000 to be added to our relief rolls instead of the 50,000 now on the rolls of the canal, Or may the people be transferred to the

Singam Project where organisation and discipline can be maintained, where the morale of the people can be upheld, and where they can be employed most usefully on another great work, the carrying out of which has been long desired by Government.

7 I know that objections could be raised against undertaking the Singam Project which could not be used against undertaking the canal. The gradual construction of the canal had been decided upon without any reference to famine to the extent which the funds available from time to time would allow, and the work could be stopped at any time without binding the Government to any further expenditure beyond what could be conveniently provided for ^{it}. The work moreover would be of some use so far as it went, though its great object of connecting the Godavary and the Krishna systems of navigation with

Madras might not be immediately attained.

8 The Singam Project once begun must on the contrary be carried out to a defined extent before it would be of any use, and if the famine abated before this definite extent of work was executed. The work should nevertheless be proceeded with at a time when Government would probably desire to restrict expenditure to the lowest possible limit.

9 There is no need to say no present likelihood that the famine will abate before the necessary limit of work can be executed, which would make the Singam Project so far useful. The summer crop which was not very extensive has almost entirely died for want of rain, and if Government determine to fight the famine out to the end, the people now on relief works, and many thousands more besides, will have to be provided for until February 1872. There will be a slight

reduction perhaps in the summer seeking relief in October and November next, when we hope for the usual rains of the North East monsoon, and when the winter crops will be sown, but the most severe distress will probably be in December and January.

10 Six feet in depth of the canal cutting had to be executed in water and in deep water throughout almost its whole length, thousands of people who would not, and could not, work on the canal would flock to the dry works of the Lingim Project, several thousands of people now employed on scattered works in this District would certainly come to it, many thousands would no doubt come to it voluntarily from Giddalapha and Pernool and I am almost certain that 100,000 people would be gathered on it in one month after the work was started; my fear would be that the work would not give employment until the famine is over to the

members who would seek relief upon it, rather than that any considerable portion of it would remain unfinished when the famine has passed away.

11 I beg to urge upon Government the immediate necessity of deciding upon what is to be done. If the people are to be employed on scattered works it is necessary to select at once those works that will at all events do the least harm to the country. If the people are to be employed on the Lingim Project the different channels should be taken out and working sections should be immediately prepared, there is not in either case a moment to be lost.

I have the honor to be,
Sir,

Your most obedient servant

B. Shanmugam,
District Engineer

G.O. 24 July 1877 No. 2371 Res. Dept.
 Memo 1977-17
 G.O. 12 July 1877 No. 8240
 23 May 1877 No. 14.9
 28 July 1877 No. 148
 13 Aug 1873 No. 2015

From
 The District Engineer
 of Malabar
 To
 The Secretary
 to Government
 P.W. Department
 Fort St. George

No. 1461.
 Dated 27 July 1877
 Received

Philip W. Esq.
 Requesting instructions
 regarding the
 undertaken on
 completion of
 Buckingham Canal

4th August 77 SB No 58

No. 544 P.W. Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 4th August 77.
 Read the following:—

From the D.C. Collyer (H.C. No. 1461 of 27 July 1877)

In order to find
 employment for the
 large number of people
 who will be thrown
 out of work by the
 completion of the
 portions in hand of the
 Buckingham Canal,
 His Grace the Governor
 in Council desires
 that immediate
 arrangements be made
 for rendering the Canal
 navigable throughout
 from

R.P.

from Madras to the Kistna. ~~1877~~

Seeing that there are only nine weeks before the setting in of the North East monsoon no time should be lost in putting the work in hand which will afford employment for the present for every available workman. Any delay in completing the Canal and clearance at the Pulicat end will be a serious bar to navigation.

To obviate the delay inseparable from divided management

Mr. O'Shaughnessy will have charge of the whole length of Canal and branches from the Ennore Lake to the Kistna.

In addition to ~~the completion of~~ this work much can be done near the Pulicat in guarding the Canal itself from being silted up during floods.

Detailed instructions for the employment of labor in the Kistna Delta and its neighborhood have been issued in S. O. No. 1978 dated 31st July 1877.

Mr. D. Shanghiney
should have confined his
remarks on the system
to works under his own
supervision and not
civil affairs & remarks
have been made on
works carried out by other
departments under
circumstances of
great difficulty. 8/7/77

L. Nelson ✓ MS 8/7/77
Kistna ✓ 4-8-77
Chungfeng ✓
Collector Nelson ✓
" Kistna ✓
Chungfeng ✓
Bd. of Rev. ✓
Rev. Depart ✓
C.E. for Wright ✓
MS 7-8-77

h. h. h.

7-8-77