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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

PUBLIC WORKS DEPARTMENT

G.O. No.	2650-W	Press
B.P. No.		Mis.
Dated	26/6/1878	197

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Not to be folded or roughly handled.

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2650

GOVERNMENT OF MADRAS
PUBLIC WORKS DEPARTMENT.

26th June 1878, No 2,650 W.

Buildings and Roads
Civil Works

Read the following papers —

No. 276. Endorsement of the Chief Engineer for Irrigation, dated Ootacamund, 21st June 1878, No 29 EW.

From J. O'SHAUGHNESSY, Esq., District Engineer, Nellore, to the Chief Engineer for Irrigation, dated Nellore, 14th June 1878, No. 643

In reference to paragraph 4 of G O, 21st March 1878, No. 239 I, I have the honor to report that I inspected the Romperu estuary on the 21st ultimo, and I found it already navigable to within about 200 yards of the Chinnaganjam salt-pans and to within 1,000 yards of the salt platforms. The distance from the present termination of the Buckingham Canal to the point on the estuary nearest to the salt-pans is about four miles.

The Salt Department of the Kistna District has estimated already for a branch canal about 1,000 yards in length to connect the salt platforms with the estuary, and I was given to understand by the Superintendent at Chinnaganjam that this canal would probably be executed by the Salt Department.

Under these circumstances it is not, I suppose, necessary to have the work surveyed and estimated in connection with the Buckingham Canal. Moreover, if water communication between the canal and the salt-pans is, as stated, impracticable without a lock where the canal meets the estuary, it is, in my opinion, a matter for serious consideration if the present extent of salt operations at Chinnaganjam is sufficient to justify the required expenditure for the construction of a lock, and until this matter is decided the construction of the proposed branch canal by the Salt Department from the salt platforms to the estuary should, I think, be considered further before any expenditure is incurred on it.

There was no salt manufactured at Chinnaganjam in 1876-77, and manufacturing operations have been stopped for 1877-78 also.

The sales in 1876-77 amounted to 360 garce. The sales in 1877-78 (from July 1877 to May 1878) amounted to 830 garce, and there was on the 22nd May 1878 a stock of 2,500 garce on hand. The pans are capable of turning out 4,000 garce a year, but the quantity manufactured has to be regulated by the amount of sales, and according to the present demand the stock now in hand is sufficient for the next three years.

The present slack demand for salt at Chinnaganjam is attributed—

- 1st—to the death of Lumbadi cattle during the famine, and
- 2nd—to the greater facility by which the Ceded Districts and portions of the Hyderabad Provinces are now supplied by Railway.

In connection with this subject it seems necessary to inquire—If the connection of the salt-pans with the canal will increase the demand for salt? Where is the salt to be taken to by the canal? Is the salt manufacture near Madras sufficient for the demand there? And is an increased supply from the northern depots by canal necessary to meet the demands at Madras? Would the establishment of a salt depot at Berwarah, for instance, which could be supplied by canal, attract purchasers who would hesitate to come to the coast for it?

The questions must, of course, be decided in the Revenue Department; but it is necessary that they should be decided before any expenditure is incurred to facilitate a traffic which may not come into existence.

The question is moreover of serious importance as regards the revenue of this Government, for instance, if the capabilities of the Chinnaganjam pans could be utilised, it would secure a revenue of about 8 lakhs yearly, and similarly in regard to the Nellore District, instead of salt revenue decreasing by several lakhs, as it has done, it might be increased by many lakhs of rupees yearly.

Apart from the revenue aspect of the question, and the desirability of utilising the canal to the fullest extent, the inquiry suggested above would only be necessary in case communication between the canal and the estuary became impracticable without the construction of a lock.

I am of opinion that if the site originally selected for the lock to connect the Commamur and Buckingham Canals is retained, the construction of an additional lock where the Buckingham Canal now joins the estuary is not necessary or desirable. If the junction lock is constructed on the new site selected it involves the diversion into the Buckingham Canal of a large amount of drainage which is now carried off by the Romperu, and it may occasion difficulties and complications which will cause heavy expenditure to overcome.

The only argument in favor of the proposed change is to exclude the flood waters of the Romperu from the canal. We know already from last year's experience that these floods have no injurious effect on the canal, and I venture to say that they could or can have any injurious effect on the canal, and I venture to request that the matter be reconsidered. There was nothing done on the 22nd of last month towards the extension of the Commamur Canal, or, so far as could be seen, towards the construction of the lock, and it is not therefore too late to abandon the proposal to change the site of the junction lock, which in my opinion would be a very serious and expensive mistake.

No 18 NL.

IRRIGATION—MEMORANDUM.

The undersigned has the honor, in reply to the letter, No 643, of the 14th inst., from the District Engineer, Nellore, to point out that as the map which was sent with this office No 9 NL of the 1st ultimo, at the District Engineer's request, has not been returned, and is evidently essential to a proper understanding of the letter under reply, it is requested that it may be forwarded at once direct to the undersigned. The navigable route to the salt-pans referred to in paragraph 1 of the District Engineer's letter should be indicated on the map and it should be stated for what draught of boats the navigation was fairly good when the District Engineer inspected the line.

2 The District Engineer's letter is not paragraphed, but in the latter part of it he deprecates the execution of the arrangement sanctioned in G O, No 239 I, of

2/2650

the 21st March 1878, for connecting the Commamur and Buckingham Canals, which he considers would be a very serious and expensive mistake. It is not, however, at all clear that the grounds, on which this opinion has apparently been based, support the conclusion arrived at.

1st—The only additional expense, so far foreseen, of adopting the arrangements which have been approved by Government is the cost, Rupees 11,750, of the canal which has to be cut. If the District Engineer's opinion that the floods in the Romperu will do no harm to the Buckingham Canal be correct, the head of the latter on the estuary can be left open, and there will be water communication between this estuary and the two canals without further outlay. If, on the other hand, it be found hereafter that it is necessary to exclude those floods from the Buckingham Canal, the head on the estuary can be closed, and through communication between the two canals will remain unaffected. With, on the other hand, the old arrangement of locking the Commamur Canal into the estuary, if floods had to be excluded from the Buckingham Canal two locks instead of one would be necessary. By the arrangement sanctioned a better navigation is secured on the most important line, and communication with the estuary is not prejudiced.

2nd.—The District Engineer objects to the diversion into the Buckingham Canal, by way of the Peddaganjam creek, of the drainage called the Uppukondur vagu. The undersigned has not at the moment particulars of the area of this drainage, and he cannot say therefore how much water it will bring into the Buckingham Canal in addition to that which the Peddaganjam creek would in any case introduce. The survey, however, shows that the length of the diversion is about two miles, and the estimated cost being 1,125 Rupees it must be concluded that the drainage is not a large one. Now, the Romperu will receive the drainage of about 1,269 square miles, and if its open connection with the Buckingham Canal be deemed by the District Engineer to be unobjectionable, it is not understood how the flood waters of the Uppukondur vagu can be as harmful as the District Engineer considers likely. Moreover, if further consideration should show that it is not desirable to divert the Uppukondur vagu as proposed by Colonel Hasted, there would apparently be no difficulty in passing its drainage under or across the new line of Junction Canal.

3 The question of the channel from the salt-pans at Chinnaganjam to the Romperu will be referred to the Chief Engineer, Public Works Department, for disposal.

OOTACAMUND,
21st June 1878.

To the District Engineer, Nellore

(Signed) JOHN MULLINS, Lt-Col, R E,
Chief Engineer for Irrigation.

—Copy forwarded to the Chief Engineer, Public Works Department, the reply to paragraph 4 of G O, No 239 I, of 21st March 1878, dealing with a subject which does not belong to the Irrigation Department.

2. It will be seen that a reference has been made to the District Engineer to obtain clearer information regarding his views as to the inadvisability of carrying out the arrangement sanctioned in the above Government Order for connecting the Commamur and Buckingham Canals.

(Signed) JOHN MULLINS, Lt-Col, R E,
Chief Engineer for Irrigation.

4 PUBLIC WORKS DEPARTMENT, 26TH JUNE 1878, No. 2,650 W

No 277. ORDER THEREON, 26th June 1878, No 2,650 W.

THE question of the channel from the salt-pans at Chinnaganjam to the Romperu will be considered in the Revenue Department.

(True Extract.)

(Signed) E A FOORD, Colonel, R E,
Secretary to Govt, P.W D.

(True Copy.)

Major, R E,
Under Secy. to Govt, P W.D.

To the Revenue Department.
" District Engineer, Nellore
" " Kistna
" Chief Engineer for Irrigation

Exd A F Goodall
Spare Copies

BUILDING AND ROAD
ENGINEERING

Cont. of LIST OF
PUBLIC WORKS.

TO THE
GOVERNMENT OF INDIA

RECEIVED

1878

1878

G. O., 24 J. 1878, No 2630 N

JUNE

No 210-277.

Order from the R. E. P. at Chomra
given to the R. E. P. at Chomra that the
position of the — will be considered as
the R. E. P. at Chomra

N. 643

District Engineer's Office
Nellore 14th June 1878

From The District Engineer,
Nellore

To The Chief Engineer for Irrig.
Fort St. George.

Sir,

In reference to para 4 of
G. O. 21st March 1878, N. 239. I.
I have the honour to report
that I inspected the Romperu
Estuary on the 21st ultimo and
I found it already navigable
to within about 200 yards of the
Chimaganjam salt pans, and
to within 1000 yards of the salt
platforms. The distance from
the present termination of the
Buckingham Canal to the
point on the estuary nearest
to the salt pans is about 4
miles.

The Salt Department of the Krishna District has estimated already for a branch Canal about 1000 yards in length to connect the salt platforms with the estuary and I was given to understand by the Superintendent at Chinnaganjam that this canal would probably be executed by the Salt Department.

Under these circumstances it is not, I suppose, necessary to have the work surveyed and estimated in connection with the Buckingham Canal, moreover if water communication between the Canal and the Salt pans is, as stated, impracticable without a Lock where the Canal meets the Estuary - it is, in my opinion, a matter for serious consideration if the present extent

of salt operations at Chinnaganjam is sufficient to justify the required expenditure for the construction of a Lock, and until this matter is decided, the construction of the proposed branch canal by the Salt Department from the Salt platform to the estuary should I think be considered further before any expenditure is incurred on it.

There was no salt manufactured at Chinnaganjam in 1876-77 and manufacturing operations have been stopped for 1877-78 also.

The sales in 1876-77 amounted to 25000 galls. The sales in 1877-78 (from July 1877 to May 1878) amounted to 20000 galls and there was on the 22nd May 1878 a stock of 25000 galls on hand. The pans in operation at turning out 10,000 galls a day, but the quantity manufactured

has to be regulated by the amount of sales, and according to the present demand the stock now in hand is sufficient for the next 3 years.

The present slack demand for salt at Chinnaganjani is attributed: -

- 1st To the death of Limbadi cattle during the Famine; and
- 2nd To the greater facility by which the ceded districts and portions of the Hyderabad Provinces are now supplied by Railway

In connection with this subject it seems necessary to enquire - If the connection of the salt pans with the Canal will increase the demand for salt? Where is the salt to be taken to by the Canal? Is the salt manufacture near Madras

sufficient for the demand there? and is an increased supply from the Northern Depôts by Canal necessary to meet the demands at Madras; would the Establishment of a salt depôt at Bexwarah for instance which could be supplied by Canal attract purchasers who would hesitate to come to the coast for it

The questions must of course be decided in the Revenue Department but it is necessary that they should be decided before any expenditure is incurred to facilitate a traffic which may not come into existence.

The question is moreover of serious importance as regards the Revenue of this Government; for instance, if the capabilities of the China

fanjam pans could be utilized, it would secure a Revenue of about 8 lacs yearly and similarly in regard to the Kellore District, instead of Salt Revenue decreasing by several lacs as it has done it might be increased by many lacs of Rupees yearly.

Apart from the Revenue aspect of the question, and the desirability of utilizing the canal to the fullest extent - the enquiry suggested above would only be necessary in case communication between the Canal and the estuary become impracticable without the construction of a Lock.

I am of opinion that if the site originally selected for the Lock to connect the Can-

namur and Buckingham Canals is retained ^{the} construction of an additional Lock where the Buckingham Canal now joins the estuary is not necessary or desirable. If the junction Lock is constructed on the new site selected it involves the diversion into the Buckingham Canal of a large amount of drainage, which is now carried off by the Romperu, and it may occasion difficulties and complications which will cause heavy expenditure to overcome.

The only argument in favor of the proposed change is to exclude the flood waters of the Romperu from the Canal. we know already from last year's experience that these floods have no injurious effect on the Canal. It seems in-

possible that they could or
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I have to

Signed/ J O'Shaughnessy
District Engineer

18-NL
Irrigation. Memorandum

The undersigned has the

honour in reply to the letter
No 643 of the 14th instant ^{recd} from
the District Engineer, Nellore,
to point out that as the map
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No 9 of the 1st ult, at the
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as once direct to Datacamund.
The navigable route to the Salt
pans referred to in para one
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for what draught of boats
the navigation was fairly good
when the District Engineer in-
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is not paragraphed, but in
the latter part of it he deprecates
the execution of the arrangement.

sanctioned in G.O. No 239. I. of the 21st March 1878 for connecting the Commamur and Buckingham Canals, which he considers would be a very serious and expensive mistake. It is not however at all clear that the grounds, on which this opinion has apparently been based, support the conclusion arrived at.

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2nd The District Engineer objects to the diversion into the Buckingham Canal, by way of the Pidda Janjam Creek, of the

drainage called the Uppukondur
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harmful as the District Engineer

considers likely. Moreover if
further consideration should show
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the Uppukondur vagu as proposed
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parently be no difficulty in passing
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the new line of junction canal.
3 The question of the channel
from the salt pans at Chinn-
lanjam to the Romperu will
be referred to the Chief Engineer
P.W.D. for disposal.

Not a command
21st June 1878

Signed John Mullins
Chief Engineer for Irrig.
The District Engineer, Bellare.

N^o 29-E.W.

Copy forwarded to the Chief
Engineer P.W.D., the reply to para
4 of G.O. N^o 239.I of 21st March
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It will be seen that a reference

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Sanctioned by Lt Colonel R.E. Chief Engineer for Irrigation
 Asst Commr 3
 21st June 1878
 For 2298 of 21.3.78

To
 The Chief Engineer P.W.
 Encl. Cir. 25.6.78. Rd. 26.6.78
 P.H. P.H. P.H. P.H.

B & R
 clerks

No 2650 w Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT

UNDER date the 21 June 1878

Read the following:-

Indorsement of Chief Engr for Irrigation on letter from the D.E. Stellore No 143 of 14.6.78 (N.E. No 2298 dated 21 June 1878)

113

The question of the channel from the salt har at Chinnia Canyon to the Ramperu will be considered in the Revenue Department.

W.H.
 25.6.78

The Revenue Department
 The Dist Engr Stellore
 The Dist Engr Richard
 The Chief Engr for Irrigation
 10th R.
 10-7-78

Govt. of (1878) Madras.
PUBLIC WORKS.

Date

Rev. Dept.

1-3002

Re

Encl.

G O, 26 June 1878, No 2650a

Nos. 2

Channel from the Salt pans
at Chinnu Ganga to P. ...
The estimating that the ...
will be considered in the
Rev. Dept:

S. ...