Archives I—10,006—16-8 77.

(1) Number of pages 38

(2) Date of repair 7-4-87

(3) Initials of the Referencer [illegible]

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public works DEPARTMENT

G.O. No. / B.P. No.	2205 —W	Press. / Mis.
Dated	28-8-1882	197 .

GM

Not to be folded or roughly handled

1/2205

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 168.

READ—the following letter from Major R. R. E. DRAKE-BROCKMAN, R.E., Executive Engineer, Buckingham Canal Division, to the Superintending Engineer, Fifth Circle, dated Chepauk, 7th August 1882, No. 969:—

I have the honor to forward the Traffic Return of the Buckingham Canal for the half-year ending 30th June 1882.

2. The following is a statement showing a comparison of the results of the collection of tolls and license fees for the past three half-years. From this it will be observed that the total collections during the half-year under report are less by Rs. 3,162 than those of the corresponding period of the past year:—

Sections.	Items.	Half-year ending 30th June 1881.	Half-year ending 31st December 1881.	Half-year ending 30th June 1882.	Difference of Columns 3 and 5.
1	2	3	4	5	6
		RS.	RS.	RS.	RS.
Southern Canal ...	Tolls	9,705	8,114	5,272	4,433
	License fees	903	637	1,011	108
	Compound Tolls ...	150	...	160	10
Northern Canal ...	Tolls	34,443	39,750	29,449	4,994
	License fees	11,766	7,454	11,778	12
	Compound Tolls ...	3,389	225	7,559	4,179
Miscellaneous Receipts.	.....	...	3,528	1,956	1,956
	Total ...	60,347	59,708	57,185	6,265
					9,427
	Decrease ...	...	...	...	3,162

3. This falling off in revenue may be attributed to the following causes:—

I. Reduced depth of water in the canal.

II. Material increase in the number of compounded licenses.

III. Short quantity in exportation of salt from the southern and northern factories.

4. With reference to the first, the cause is clearly traceable to the abnormally protracted season of drought experienced during the half-year. The normal rain-fall due during the first six months of the year may be taken at 5·5 inches, whereas up to the end of June this year the rain-fall had only amounted to one-fifth of that quantity. With the closure of the bars along the coast it follows that the only means of keeping up the supply taken off the surface of the backwaters by evaporation must be the accession of inland drainage. This year there was no recoupment of loss

by evaporation by this means, hence the reduction in depth. In seasons of abnormal drought as the past half-year has proved to be, it would be advisable to bund off the wide evaporating surfaces of the backwaters west of the line of canal, so that there may be no out draught from the latter to keep pace with the gradually decreasing depth of water in the former.

5. Regarding the second, I have already referred in paragraph 4 of my letter No. 2706, dated 30th January 1882, embodied in G.O., No. 602 W., dated 9th March 1882, to the anticipated decrease in the tolls, as the total number of boats for which compounded licenses were taken during the past half-year was eighty-one, with a carrying power of 791 tons, as against forty-four boats with a carrying capacity of 353 tons, compounded for during the previous *twelve months* of 1881.

6. As regards the third cause that has operated to reduce the revenue of the canal, I am not in a position to state whether a short quantity of salt was manufactured; but from my return for the period ending 30th June 1881, it will be observed that 37,503 tons of salt were conveyed by canal during the first six months of 1881, as against 15,289 tons carried in this year from January to June, or a decrease of 22,214 tons.

7. It will be observed however, that there is no diminution in the number of boats licensed during this half-year as compared with that of the corresponding period of the past year, whilst the *license fees* were in no way less, but on the other hand, somewhat greater in amount than the collections of the previous half-years.

8. The results of this half year cannot be looked upon as denoting the real value of the canal as a navigable high-way, owing to the exceptional nature of the present season. I look forward, however, to the latter half of the year to show results more favorable than the first half, when the hitherto locked up produce of the Districts begins to find its way down to Madras as soon as the local rains increase the navigable depth in the canal.

ENCLOSURE.

STATEMENT of Traffic, &c., on Buckingham Canal in the Madras Presidency for the Half-year ended 30th June 1882.

Sections of Canal.	Half-year ended 30th June 1882.							Half-year ended 31st December 1881.					
	Tolls.	Nature of Cargo.	Number of Boats.	Tons.	Ton Mileage.	Value of Cargo.	Number of Passengers.	Tolls.	Number of Boats.	Tons.	Ton Mileage.	Value of Cargo.	Number of Passengers.
1	2	3	4	5	6	7	8	2	4	5	6	7	8
	Rs. A. P.					Rs.		Rs. A. P.				Rs.	
Southern Canal.													
	1,237 12 0	Salt ..	359	5,151	109,421	2,69,320	..	2,685 12 0	1,061	10,743	239,367	6,87,313	..
	184 8 0	Food Grains..	186	789	33,905	27,431	112	259 12 0	262	1,107	49,163	40,991	109
	572 8 0	Firewood ..	781	3,212	70,780	25,350	23	559 13 0	812	3,407¼	75,715	25,362	6
	230 4 0	Shells ..	174	935	50,365	2,322	10	306 8 0	286	1,400	66,434	4,783	..
1. A or Sadras Section ..	..	Live Stock ..	..	..	..	..	..	1 0 0	7	27	818	80	66
	2,154 8 0	Miscellaneous.	2,258	13,513	112,385	59,057	390	3,391 0 0	2,807	17,934	99,467½	43,693	242
	842 12 0	Passengers ..	2,495	9,007	156,561	..	35,132	910 4 6	2,435	8,784	152,707	580	39,973
Total ..	5,272 4 0	..	6,253	32,607	533,367	3,84,481	35,667	8,114 1 0	7,670	43,402¼	683,671½	8,02,802	40,396
								..	..	..	..	..	..
Compounded Tolls	160 0 0	..	..	..	..	..	..	637 0 0	..	..	..	..	..
License Fees	1,011 0 0	..	..	..	..	..	..						
Total, Southern Canal ..	6,443 4 0	..	..	..	..	..	..	8,751 1 0	..	..	..	..	..
Northern Canal.													
	2,528 12 0	Salt ..	390	10,138	162,949	3,42,775	41	9,267 12 0	1,639	37,071	592,688	23,44,141	..
	2,429 0 0	Food Grains..	1,132	10,896	171,608	3,78,618	876	3,113 12 0	1,220	13,006	213,408	3,61,866	1,396
	4,123 3 0	Firewood ..	1,188	16,598¾	255,200	1,36,165	15	6,409 0 0	2,070	25,782	413,536	1,68,555	41
	2,160 8 0	Shells ..	454	3,602	129,482	17,842	..	2,772 12 0	603	11,006	1,767,704	23,578	..
2. B or Madras Section ..	14 0 0	Live Stock ..	11	89	2,768	3,432	18	9 8 0	2	62	1,792	5,086	28
	2,417 10 4	Miscellaneous.	4,829	61,111	551,228	43,98,726	7,911	2,193 2 0	6,495	99,929½	449,816	25,82,495	7,844
	794 12 0	Passengers ..	2,138	9,925	374,772	..	21,357	553 4 0	1,738	8,371	307,696	45,669	16,242
Total ..	14,457 13 4	..	10,142	117,359¾	1,648,007	52,77,558	30,218	24,319 2 0	13,774	195,227½	2,155,640	55,31,390	25,551
	..		..	..	..	..	..	..	..	..	..	..	..
	..	Salt ..	..	..	..	..	..	..	..	..	..	..	..
	2,157 12 0	Food Grains..	1,186	11,931	572,688	3,77,011	1,024	2,005 12 0	1,143	11,934	572,466	3,95,025	1,572
	207 6 0	Firewood ..	145	1,929½	92,616	15,249	6	155 12 0	168	2,105	101,040	14,786	6
	9 0 0	Shells ..	2	36	1,728	90	..	..	2	38	1,824	200	..
3. C or Ráyadurvu Section ..	10 4 0	Live Stock ..	5	41	1,968	2,250	19	13 0 0	8	66	3,168	17,500	20
	3,295 12 0	Miscellaneous.	2,993	30,915	780,844	35,55,230	6,867	3,639 7 0	2,308	26,893¾	678,128	31,39,155½	7,722
	695 8 0	Passengers ..	717	4,172	200,256	..	6,817	708 8 0	688	4,042	194,496	7,057	6,219
Total ..	6,375 10 0	..	5,048	49,024½	1,650,100	39,49,830	14,733	6,522 7 0	4,317	45,078¾	1,551,056	35,73,723½	15,539

Statement of Traffic, &c., on Buckingham Canal in the Madras Presidency for the Half-year ended 30th June 1882—*cont.*

Sections of Canal.	Half-year ended 30th June 1882.							Half-year ended 31st December 1881.					
	Tolls.	Nature of Cargo.	Number of Boats.	Tons.	Ton Mileage.	Value of Cargo.	Number of Passengers.	Tolls.	Number of Boats.	Tons.	Tons Mileage.	Value of Cargo.	Number of Passengers.
1	2	3	4	5	6	7	8	2	4	5	6	7	8
	Rs. A. P.					Rs.		Rs. A. P.				Rs.	
	5 8 0	Salt ..	2	14	672	525	2	12 8 0	7	50	2,400	480	4
	1,027 4 0	Food Grains.	654	6,040	289,926	2,17,963	912	854 0 0	414	3,393	191,664	1,24,651	1,093
	37 15 0	Firewood ..	16	151½	7,284	1,438	..	32 9 0	16	159½	7,644	1,084	8
4. D or Kistnapatam Section ..	..	Shells ..	..	..	..	..	..	..	1	19	912	60	..
	5 12 0	Live Stock ..	2	23½	1,104	1,070	10	12 8 0	3	50	2,400	8,200	4
	2,423 3 0	Miscellaneous.	2,194	21,516½	644,241	25,60,676	5,857	1,889 13 0	1,433	16,493½	583,100	19,30,148	7,742
	241 4 0	Passengers ..	277	1,833	87,984	..	2,627	204 8 0	206	1,328	63,744	..	1,861
Total ..	3,738 14 0	..	3,145	29,578½	1,031,208	27,81,672	9,408	3,005 14 0	2,080	22,092½	851,864	20,59,628	10,719
	..	Salt ..	3	28	1,288	1,934	..	..	1	13	598	645	..
	512 4 0	Food Grains.	318	3,153	142,518	1,51,887	760	644 12 0	219	2,927	140,278	1,01,946	1,350
	26 13 0	Firewood ..	12	107½	5,148	2,056	..	61 12 0	17	292	14,016	3,654	3
5. E or Ramapatnam Section ..	..	Shells ..	..	..	..	..	..	..	..	..	..	..	..
	2 4 0	Live Stock ..	1	9	414	300	3	9 0 0	3	51	2,366	3,240	25
	2,719 3 0	Miscellaneous.	1,991	19,533½	679,518	26,16,161	5,416	1,849 5 0	1,334	16,660½	663,114	20,48,294	7,924
	218 8 0	Passengers ..	242	1,592	78,892	..	2,742	118 8 0	172	1,028	48,012	..	1,359
Total ..	3,009 0 0	..	2,567	24,423	2,03,778	27,72,338	8,921	2,683 5 0	1,746	20,971½	868,384	21,57,776	11,201
	..	Salt ..	40	452	..	24,536	7	5 0 0	113	1,521	..	58,777½	25
	521 12 0	Food Grains.	274	2,883	127,052	1,24,733	573	1,043 4 0	301	4,513	196,328	1,11,733	1,373
	25 1 0	Firewood ..	11	100½	4,611½	1,756	..	..	..	..	..	..	..
6. F or Kuthpatam Section ..	..	Shells ..	..	..	..	..	..	..	1	19	..	60	..
	..	Live Stock ..	1	9	..	300	3	2 8 0	3	50	460	5,250	5
	1,285 15 0	Miscellaneous.	1,346	17,039½	301,438	19,36,138	3,336	1,816 2 0	1,202	17,650½	296,872	14,71,848½	6,401
	35 0 0	Passengers ..	74	676	12,282	..	1,446	58 12 0	82	692	12,420	..	1,382
Total ..	1,867 12 0	..	2,346	21,159	445,383½	20,87,963	5,365	2,925 10 0	1,702	24,445½	506,080	16,47,668½	9,186
	29,440 1 4	..	..	..	..	..	..	39,456 6 0	..	..	..	..	..
Compounded Tolls	7,559 8 0	..	Collections in Division Office					293 8 0	..	..	..	..	..
Licenses Fees	11,778 0 0	..	..	..	..	..	..	225 0 0	..	..	..	..	..
								7,454 4 0	..	..	..	..	..
Total of Northern Canal ..	48,786 9 4	..	..	..	..	..	..	47,429 2 0	..	..	..	..	..
Total of Southern and Northern Canals ..	55,229 13 4	..	..	..	..	..	..	56,180 3 0	..	..	..	..	..

Miscellaneous Receipts.	Receipts other canal produce	Rs. A. P. 947 13 2			..	..	..	..	..	Rs. A. P. 3,117 8 10					
	Rent of buildings ..	95 8 0			..	..	..	..	..	22 8 0					
	Becking and testing fees ..	306 12 0			..	..	..	..	..	303 12 0					
	Fines	587 4 0			..	..	..	..	..	..					
	Rents of land ..	18 4 0			..	..	..	..	..	84 11 0					
	Sales of old materials ..	..	1,055 9 2		..	..	..	..	..		3,528 7 10	..	..	..	..	..
	Total ..		57,185 6 6		..	..	..	..	..	..	59,708 10 10	..	..	..	..	..
Add amount collected in 1881 for 1882.	License ..		..		..	..	..	..	..	..	624 0 0	..	..	..	..	..
	Tolls ..		..													
	Total ..		57,185 6 6		..	..	..	..	..	..	60,332 10 10	..	..	..	..	..
Add amount of Tolls deducted in the second half-year of 1881 and collected in 1882			854 0 0					Deduct amount of Tolls included in the return, but not collected			854 0 0	..	..	..	..	..
			58,039 6 6		..	..	..	..	..	..	59,478 10 10	..	..	..	..	..
Deduct Refunds			109 6 0		..	..	..	..	..	..	308 4 0	..	..	..	..	..
Total, Net Receipts ..			57,930 0 6		..	..	..	..	..	..	59,170 6 10	..	..	..	..	..

BUCKINGHAM CANAL,
7th August 1882.

(Signed) R. R. E. DRAKE-BROCKMAN, Major, R.E.,
Executive Engineer, Buckingham Canal.
(„) H. L. PRENDERGAST, Colonel, R.E.,
Superintending Engineer, Fifth Circle.

3/2205

No. 1775.

Endorsement on the above.

Submitted to the Chief Engineer, Public Works Department.

CHEPAUK,
11th August 1882. (Signed) H. L. PRENDERGAST, Colonel, R.E.,
Superintending Engineer, Fifth Circle.

No. 169.

ORDER—dated 28th August 1882, No. 2205 W., Public Works.

With the foregoing endorsement the Superintending Engineer, Fifth Circle, submits the traffic return of the Buckingham Canal for the half-year ended 30th June 1882.

2. The total receipts from tolls and license fees amounted to Rs. 57,185, being Rs. 2,523 less than the receipts of the preceding half-year and Rs. 3,162 less than those of the corresponding half of 1881. The Executive Engineer attributes the falling off to reduced depth of water in the canal owing to scanty rain-fall, to the increase in the number of compounded licenses and to the short quantity of salt exported from the southern and northern sections, and he hopes to show better results for the second half of the year. To the total receipts for the half-year must be added Rs. 854, deducted in the previous half-year and collected in 1882, but as Rs. 109 were refunded to boat-owners, the net receipts stood at Rs. 57,930.

3. The following table exhibits the traffic on the canal as compared with the previous half-year :—

Period.	Number of Boats.	Tonnage.	Ton Mileage.	Value of Goods.	Number of Passengers.
				RS.	
Half-year ended 31st Dec. 1881.	31,289	351,218	6,616,695	1,57,72,983	112,592
Do. do. 30th June 1882.	29,401	274,152	6,210,843	1,72,53,842	104,312
Increase ...	...	...	...	14,80,859	...
Decrease ...	1,888	77,066	405,852	...	8,280

4. The license fees collected and the number of boats licensed were however both in advance of the figures for the corresponding half of 1881.

(True Extract.)

Under Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Superintending Engineer, Fifth Circle.
" Board of Revenue.
" Revenue Department.

Exd. S. T. Austin.
Spare Copies

4/2205

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1882} Madras.

PUBLIC WORKS.

Dated August, 28th.

Read. *Encl.*

G.O., 28th Aug. 1882, No. 2205 W.

AUGUST.
Nos. 168-169.

Buckingham Canal.

Passing orders on the Traffic Return of the — for the half-year ended 30th June 1882.

No. 963

Executive Engineer's Office
Buckingham Canal Division
Chepauk 7th August 1882

From

The Executive Engineer
Buckingham Canal Division

To

The Superintending Engineer
5th Circle Madras

Sir

Encls. 1.

I have the honor to forward the Traffic return of the Buckingham Canal for the half year ending 30th June 1882.

2. The following is a statement showing a comparison of the results of the Collection of Tolls and License fees for the past three half years. From this it will be observed that the total Collections during the half year under report are less by Rs. 3,162 than those of the corresponding period

In seasons of abnormal drought as the past half year has proved it would be advisable to cause off the evaporating surfaces of the backwaters west of the line of Canal so that there may be no out draught from the latter to keep pace with the gradually decreasing depth of water in the former.—

5. Regarding the second I have already referred in para 4 of my letter No 2706 dated 30th January 1882 embodied in G.C. No 602. W. dated 9th March 1882 to the anticipated decrease in the Tolls, as the total number of boats for which Compounded licenses were taken during the past half year was 81 with a Carrying power of 791 Tons, as against 144 boats with a Carrying Capacity of 353 Tons, Compounded for during the previous 12 months of 1881.—

6. As regards the 3rd Cause that has

operated to reduce the Revenue of the Canal, I am not in a position to state whether a short quantity of Salt was manufactured, but from my return for the period ending 30th June 1881 it will be observed that 37503 Tons of Salt were Conveyed by Canal during the first 6 months of 1881, as against 15,289 Tons Carried in this Year from January to June; or a decrease of 22,214 Tons.—

7. It will be observed however that there is no diminution in the number of boats licensed during this half year as Compared with that of the Corresponding period of the past year, whilst the license fees were in no way less, but, on the other hand, somewhat greater in amount than the collections of the previous half year.

8. The

period of the past year.

Sections	Items	Half year ending 30th June 1881	Half year ending 31st Dec. 1881.	Half year ending 30th June 1882	Difference of Columns 3 & 5
1	2	3	4	5	6
Southern Canal	Tolls	9,705	8,114	5,272	4,433
	License fees	903	637	1,011	108
	Compound Tolls	150	"	160	10
Northern Canal	Tolls	34,443	39,750	29,449	4,994
	License fees	11,766	7,464	11,778	12
	Compound Tolls	3,380	225	7,559	4,179
Miscellaneous Receipts		"	3528	1956	1956
	Total	60,347	59,708	57,185	6,265
				Decrease	9,427
					3,162

3. This falling off in Revenue may be attributed to the following Causes

I. Reduced depth of water in the Canal.

II. Material Increase in the Number of Compounded Licenses.

III. Short quantity in exportation of Salt

Salt from the Southern & Northern Factories. 6/2205

4. With reference to the first the Cause is clearly traceable to the abnormally protracted season of drought experienced during the half year. The normal rain fall due during the first six months of the year may be taken at 5.5 inches — whereas upto the end of June this year, the rain fall had only amounted to one fifth of that quantity. With the closure of the bars along the coast it follows that the only means of keeping up the supply taken off the surface of the backwaters by evaporation must be the accession of inland drainage. This year there was no accompaniment of loss by evaporation by this means, hence the reduction in depth

In

8

2205

8. The results of this half year cannot be looked upon as denoting the real value of the Canal as a navigable highway owing to the exceptional nature of the present Season. I look forward however to the latter half of the year to show results more favorable than the first half, when the hitherto locked up produce of the Northern Districts begins to find it's way down to Madras as soon as the local rains increase the navigable depth in the Canal.

I have the honor &c

Sir

Your most obedient Servant

Rue Drake - Brockman Major RE

Executive Engineer S. Bl Canal Div

A. R. 2462 A. 25-10-80.
" " 602 A. 9-3-82.

E.N.C. No. 5404

No. 1775

Submitted to the Chief Engineer & Secretary Public Works Department.
Enclosure - 1 Return

Under Secretary to Govt. P.W.D.

Superintending Engineer
5th Circle
11th August 1882.

From
The Executive Engineer
Buckingham Canal

To
The Superintending Engr.
5th Circle
Madras

Dated 7th August 1882
Received
No. 963

Enclosure 1

Traffic returns of the Buckingham Canal for the half year ending 30th June 1882.

Submitting the—

O.R. 52.8
only 22/8 Re 28/8

A. Nº 2462 A. 25-10-82.
" " 6024. 7-3-82.

V.M.C. Sº. 5404

Nº 1075 P5

Enclosure 1 cover

Submitted to the Chief Engineer S. D. Department.

Enclosure - 1 Return

Under Sundry per Roll B.E.

Superintg Engr
5th Circle
Chepauk
11th August 1882.

From

The Executive Engineer
Buckingham Canal

To

The Superintending Engr
5th Circle
Madras

Dated 7th August 1882

Recd
Nº 969

Enclosure 1

Traffic returns of the Buckingham Canal for the half year ending 30th June 1882.

Submitting the—

Rs 62.8
only 22/8 Re 28/8

Buckingham Canal Division

Traffic Returns for the half year ending 30th June 1882.

No. 2205 W 7/11/920 B.R. Clerk

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 28 Aug/82

Read the following:—

Endorsement by the Secy. to Govt. No. 1775 dt. 18th Aug/82 Engr. Fifth Circle

With the foregoing endorsement the Superintending Engineer Fifth Circle submits the traffic return of the Buckingham Canal for the half year ended 30th June 1882

2 The total receipts from tolls and license fees amounted to Rs. 57,185, being Rs. 2523 less than the receipts of the preceding half year and Rs. 3162 less than those of the corresponding half of 1881. The Executive Engineer attributes the falling off to reduced depth of water in the Canal owing

owing to scanty rain fall,
to the increase in the number
of compounded licenses
and to the short quantity
of salt exported from the
Southern and Northern
Sections, and he hopes to
show better results for the
second half of the year.
To the total receipts for the
half year must be added
Rs. 854 declared in the
previous half year and
collected in 1882, but ces
Rs. 109 were refunded to
boat owners, the net re-
ceipts stood at Rs. 57930

3. The following table
exhibits the traffic on the
Canal as compared with
the previous half year –

Period	No. of boats.	Tonnage	Ton mileage	Value of goods	No. of passengers
Half year ended 31st Dec/81	31289	351218	6616695	15772983	112592
Do. Do 30th June 1882	29401	274182	6210843	17253842	104312
Increase				1480859	
Decrease	1888	77066	405852		8280

4 The license fees
collected and the number
of boats licensed were
however both in advance
of the figures for the
corresponding half of 1881 –

Cu

24-8-82

88/4

To

The Supg: Engr Fifth Circle 1st
" Bd of Rev. 2/
" Rev Deptt 2/ despd
31 6/9/82

24/8/82

5404

Govt of (1882) Madras.

PUBLIC WORKS.

4-20 Mr
2 1/16
Recd 5-40 Mr

Dated

Rect. Encl.

G. O., 28th Augt 1882, No. 2205 W.

Nos.

Buckingham Canal

Passing orders on the trappic return of the for the half year ended 30th June/82

29/8

Dr 29/01