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(2) Date of repair 23.6-87
(3) Initials of the Referencer Cons.

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public works DEPARTMENT

G.O. No.	1796 m.	Press.
B.P. No.		Mis.
Dated	25-6-1883	198

S.G.M.

Not to be folded or roughly handled.

1796
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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

Proceedings of the Board of Revenue, dated 10th April 1883, No. 1008.

Read—the following letter from W. A. WILLOCK, Esq., C.S., Deputy Commissioner of Salt Revenue, Northern Division, to the Commissioner of Salt Revenue, Madras, dated Waltair, 17th March 1883, No. 323 :—

I have the honor to ask that attention may be called to the serious effect which the present state of the Buckingham Canal is likely to have on the salt traffic of the Nellore and Kistna Districts. I have recently travelled down it from Pedda Ganjam to Madras and found the northern portion—down as far as Dugarápatnam in fact—only navigable for an hour or two before and after high water to a boat drawing about as much water as would take a man up to his knees. In some places it was, of course, a good deal deeper, but these shallow spots, many of which are of very limited extent, occur with such frequency that there is but little advantage to be derived from the reaches which are in good order. Some of the worst places are ones in which a small rush of water has found its way into the canal during the recent floods and thrown a sand bank across the greater part of its width. These obstacles might, one would think, be easily removed. In other localities, long patches of shallow water exist, but these are but little more formidable than the smaller ones—to a heavy boat at any rate. Five miles north of Pákala such a place exists. There is another very bad one at Pákala itself. For about three miles south of the Kistnapatam backwater there is an extremely shallow reach, in which numerous large cargo boats were stuck when I passed, and a similar place exists about six miles from Dugarápatnam. The obstruction caused by these shallow places does not affect the larger descriptions of boats alone, as when one of these sticks, it is usually in the deepest part of the defective channel, and another one or two, perhaps considerably smaller, soon get aground in trying to get round it. The canal is then practically altogether blocked for several hours.

2. Never having been down the canal myself before, I cannot speak of the extent to which it has deteriorated from my own knowledge, but I questioned several of the boatmen whom I met—particularly those working the larger vessels—as to how they found the navigation to have been affected by the floods of the past monsoon, and the usual reply was to the effect that it now took twice as long as it did last year to get over any given distance.

3. But little appears to be going on in the way of clearing out the silt. I travelled most of the distance by day, and I do not think I saw more than 30 or 40 coolies at work altogether between Kistnapatam and Pedda Ganjam, and but little excavated soil on the banks. This has suggested to me that it may possibly be the policy of the officer in charge to treat the portion of the canal south of Kistnapatam as having a first claim on the funds available for repairs. Should this be the case,

I think that the old proposal of connecting the Chinna Ganjam pans with the Delta Canal System might be reconsidered with advantage. It was, as you will remember, put aside on the grounds that boat merchants could resort to Kanuparti as conveniently as to Chinna Ganjam.

4. The difficulty which the present state of the canal offers to navigation by large vessels cannot but have a very serious effect on the salt trade of the Kistna. A very considerable proportion of the salt consumed in the interior of that district comes from the Nellore factories by boat, in consequence of Manginapudi and Chinna Ganjam being off the line of water communication. Nizampatam, it is true, is in direct communication with the canal system, but the salt produced there is very unpopular, and dealers evince the greatest objection to having anything to do with it.

The result of serious injury to the Buckingham Canal will consequently be to compel them to resort to the first-named factories and submit to the extra cost of carting the salt to their boats—a most serious item in a district like the Kistna, where the demands of cart-owners are most exorbitant and labor generally very dear. I therefore beg to suggest that it would be advisable to ascertain what prospect there is of canal communication in the north of the Nellore District being improved. Should they prove to be but small, I shall, with your approval, look up the old correspondence regarding branch canals to connect Manginapudi and Chinna Ganjam with the Delta System. The excise manufacturers at the former will probably willingly consent to defray the interest on the capital cost and cost of the repairs of a work of the sort.

No. 4083.

Endorsement on the above.

Forwarded to the Board of Revenue, with the request that the attention of Government may be drawn to the bad state of the Buckingham Canal, and the serious results likely to ensue therefrom.

OOTACAMUND,
2nd April 1883.

(Signed) H. W. BLISS,
Commissioner of Salt Revenue.

Resolution—dated 10th April 1883, No. 1008.

Submitted for the orders of Government.

(A true Copy and Extract.)

(Signed) E. GIBSON,
Acting Secretary.

Mis. No. 1704, Revenue.

Transferred to the Public Works Department.

OOTACAMUND,
26th April 1883.

(Signed) E. F. WEBSTER,
Secretary to Government.

No. 895 C.

Referred to the Superintending Engineer, Fifth Circle, for remarks by the Executive Engineer, Buckingham Canal Division.

(By Order.)

(Signed) C. BOWEN, Major, R.E.,
Deputy Chief Engineer, P.W.D.

No. 512.

To the Executive Engineer, Buckingham Canal Division, for his remarks.

(Signed) H. L. PRENDERGAST, Colonel, R.E.,
7th May 1883. Superintending Engineer, Fifth Circle.

From Major R. R. E. DRAKE-BROCKMAN, R.E., Executive Engineer,
Buckingham Canal Division, to the Superintending Engineer, Fifth Circle,
dated Chepauk, 14th June 1883, No. 531.

With reference to the Chief Engineer's endorsement on the letter from Mr. Willock, Deputy Commissioner of Salt Revenue, embodied in Board of Revenue Proceedings, No. 1008, dated 10th April 1883, animadverting upon the condition of the Buckingham Canal, along which that officer appears to have travelled in February last, I have the honor to report that the difficulties and delays experienced by the Deputy Salt Commissioner are inevitable as long as the Buckingham Canal continues in its present unimproved condition. Crossing as it does all the drainages from the Eastern Ghâts between Madras and the Kistna frontier, it is exposed to damages from floods in the several rivers which are at present unprovided with flood or regulating banks, and to a scour along its course, and consequent irregular silting from one drainage to another, owing to there being no means of shutting out the floods by gates or other regulating works. The local drainages also flow into the canal at frequent intervals, and give rise to those silt obstructions across the bed which Mr. Willock alludes to in the first paragraph of his letter.

2. The completion estimate for putting this canal as far as possible beyond the injurious effect of floods and cyclones on the coast provides for the isolation of the canal from the existing backwaters, for the reception at regular intervals of upland local drainage, for its being passed out of the canal at a certain level through masonry outlets, and for the construction of floodgates at the ends of every reach of the canal where they terminate at each large flood, carrying river or drainage channel, to prevent waters of the latter from entering the canal, causing erosion and consequent silting, and from depositing silt and sand at their points of entrance.

3. The allotments hitherto made have been insufficient to enable the work to be taken up on a large scale, that for the current year being Rs. 1,57,900 out of an estimate amount of 32 lakhs. The sooner the improvements are carried out, the better for all interests concerned, and the less local changes will occur to render revision of estimate necessary during progress of the work.

4. Every endeavour was made after the heavy floods of November and December last, which damaged the canal very considerably, to open up communication throughout its length, and notwithstanding that a supplemental grant of Rs. 40,000 was made for this purpose, work to the extent of Rs. 25,000 was done in excess, which was paid for in April last and succeeding months. The northern portion of the canal was blocked throughout, but through the energetic action of Mr. Sub-Engineer Bond through communication between half flood and half ebbsides was established before the end of December.

No. 1069.

Endorsement on the above.

Forwarded to the Chief Engineer, Public Works Department.

(Signed) H. L. PRENDERGAST, Colonel, R.E.,
18th June 1883. Superintending Engineer, Fifth Circle.

ORDER—dated 25th June 1883, No. 1796 W., Public Works.

The Government are aware of the inconveniences attending the navigation of the Buckingham Canal in its present unfinished condition, but they look to the Superintending Engineer and Executive Officers in charge to reduce these to a minimum by prompt action in the case of excessive silt-bearing floods.

2. When the completion estimates for the work now before the Government of India are sanctioned and carried out, provision will have been made to render the canal efficient as a line of navigation as far as the circumstances admit.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

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

Exd. A. F. Goodall.
Spare Copies

1796
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The result of serious injury to the Buckingham Canal will consequently be to compel them to resort to the first-named factories and submit to the extra cost of carting the salt to their boats—a most serious item in a district like the Kistna, where the demands of cart-owners are most exorbitant and labor generally very dear. I therefore beg to suggest that it would be advisable to ascertain what prospect there is of canal communication in the north of the Nellore District being improved. Should they prove to be but small, I shall with your approval look up the old correspondence regarding branch canals to connect Manginapudi and Chinna Ganjam with the Delta system. The excise manufacturers at the former will probably willingly consent to defray the interest on the capital cost and cost of the repairs of a work of the sort.

Endorsement, No. 4083.

Forwarded to the Board of Revenue, with the request that the attention of Government may be drawn to the bad state of the Buckingham Canal, and the serious results likely to ensue therefrom.

Resolution—dated 10th April 1883, No. 1008.

Submitted for the orders of Government.

(A true Copy and Extract.)

(Signed) E. GIBSON,
Acting Secretary.

To the Secretary to Government, Revenue Department.
Copy to the Commissioner of Salt Revenue.

Exd. A. Raitt.

1794
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730
75-53
No 895C
Madras
4th May 1883

Referred to the
Superintending Engineer 5th
Circle for remarks by
the Ex. Engr. Buckingham
Canal.

(By order)

C. Anon. Major Rd

By Chief Engr. P.W.D.
2/5

P. 512
G. 25
2 1/2

To the Executive Engineer
Buckingham Canal
for his remarks.

Under Secretary
P.W.D.

Superintending Engineer
5th Circle
May 1883

(To be returned)

Revenue Department
No 2487
1883.

Board of Revenue,
MADRAS.

P.W.D. No 3620

Printed April 16th.

Recd. 19th

Recd 30/4/83

Proceedings, 10th April 1883, No. 1008.

Submitting to Government letter from the
Deputy Commissioner of Salt Revenue, North-
ern Division, reporting on the bad state of the
Buckingham Canal and the serious results likely
to ensue there from.

Mis: No 1404.
Transferred to the
Public Works Department.

28th April
Submitted to the
Public Works Department

No 531
Buckingham Canal Dir. Office
The Park 14th June 1883.

From
The Executive Engineer
Buckingham Canal Dir.

To
The Superintending Engineer
5th Circle, Madras.

Sir With reference to the Chief
Engineer's endorsement on the letter
from Mr. Willock, Deputy Commissioner
of Salt Revenue embodied in Board
of Revenue Proceedings No. 1008 dated
10th April 1883, alluding to the
condition of the Buckingham Canal
along which that Officer appears to
have travelled in February last,
I have the honor to report that the
difficulties and delays experienced
by the Deputy Salt Commissioner

are

are inevitable as long as the
Buckingham Canal continues in its
present unimproved condition.
Crossing it does all the drainages
from the Eastern Ghats between
Madras and the Krishna frontier,
it is exposed to damage from floods
in the several rivers which are at present
unprovided with flood or regulating
banks, and to a scour along its course,
and consequent irregular silting,
from one drainage to another, owing
to there being no means of shutting
out the floods by gates or other regulating
works. The local drainages also flow
into the Canal at frequent intervals,
and give rise to those silt obstructions
across the bed which Mr. Willock
alludes to in the first para of his letter.

2. The completion estimate for
putting

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beyond the injurious effect of floods
and cyclones on the coast, provides
for the isolation of the Canal from
the existing backwaters, for the
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being ~~passed~~ out of the Canal at a
certain level through masonry
outlets, and for the construction of
flood gates at the ends of every
reach of the Canal where they
terminate at each large flood carrying
river or drainage channel, to prevent
waters of the latter from entering the
Canal causing erosion & consequent
silt, and from depositing silt &
sand at their points of entrance.

3. The allotments hitherto made
have been insufficient to enable the
work to be taken up on a large scale,
that

that for the current year being Rs.
157,900 out of estimate amount of
32 Lakhs. The sooner the improve-
ments are carried out, the better
for all interests concerned, and
the less local changes will occur
to render revision of estimate, necessary
during progress of the work.

4. Every endeavour was made
after the heavy floods of November
and December last, which damaged
the Canal very considerably, to open
up communication throughout its
length, and notwithstanding that
a Supplemental Grant of 40,000 Rs.
was made for this purpose, work
to the extent of 25,000 rupees was done
in excess which was paid for in
April last and succeeding months.
The northern portion of the Canal
was blocked throughout but through
the

the energetic action of Mr. Sub Engineer
Bond, through communication
between half flood & half ebb tides
was established before the end of
December. — 1796
8

I have the honour to be,
Sir
Your most obedient servant
Anedake - Krishna, Major R.E.,
Executive Engineer. Bhamalga,

Quarterly

From J.W.C. 5157

N. 1069

P6

The Executive Engineer
Buckingham Canal

Forwarded to the
Chief Engineer P.W.
Department

Under Secretary
Superintendent Engineer
5th Circle

18th June 1883.

Memo No 411 d/b. 2.80
G.O. No. 2942 w. d/b. 11.82
" " 841 w. d/b. 14.3.83
" " 842 w. d/b. 14.3.83
Memo No. 1178 d/b. 22.5.83

Rel. at
Muzumbar
Muzumbar

To The Supt. Engineer
5th Circle

Dated 14th June 1883
Recd 19th

No 531

Encls. 3.

Bad state of the Buckingham
Canal complained of by
the Dy. Commissioner of Salt
Revenue.

Affords explanation
on the —

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On 21/6 R 23/6

on 19/6 No 25/6

23/5 Buckingham 5157

20th April 1883

Secret

No 1796 W Public Works Department

Proceedings of the Madras Government
Under date the 25th June 1883

1276/10

Send the following.

Proceedings of the Board of Revenue (M.E. No 1008 of 10th April 1883)
Endorsement thereon in Rev. Sept (" " M.E. No 1704 of 26th " ")
Letter from the Executive Engineer
Buckingham Canal (" " 531 of 14th June 1883)
Endorsement thereon by S.E. Fifth Circle (" " 1069 of 15th " ")

P7

The Government are
aware of the inconveniences
attending the navigation
of the Buckingham Canal
in its present unfinished
condition - but they look
to the Supt. Engineer and
Executive officers in charge

to reduce these to a
minimum by prompt action
in the case of excessive
floods.

When the Completion
estimates for the work now
before the Government of
India are sanctioned and
carried out, provisions will
have been made to render
the Canal efficient as a
line of navigation, as
far as the circumstances
admit.

Att

21/6/83

Supdy Engr Fifth Circle
Ch. Engr. for I.
Revenue Department
Board of Rev.

rs.
Engr. Ar 21/6 R 23/6
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1889 Madras.

LIC WORKS.

27/8

25 June 1883, No. 7964

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