

- (1) பக்கங்களின் எண்ணிக்கை 24
 (2) புதுக்கித் திருப்பிய நாள் June 89
 (3) ஆதாரங்குறிப்பவர் கருக்கொப்பம் 6/9

தமிழ்நாடு ஆவணக் காப்பகம்.

(67)

தமிழ்நாடு அரசு

PW2 துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	1532	அச்சகம் பலவகை
நாள் :	8.6.1889	198

மலக்கலோ கண்டபடி கையாளவோ கூடாது

128 sheets
உள்ள

statement 4005
(10 + 2)

8TH JUNE 1889, No. 1532 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Establishment.

READ—the following papers:—

G.O., dated 6th August 1888, No. 460 I., Public Works.

No. 42 I.

Note by the Acting Chief Engineer for Irrigation.

KURNOOL CANAL NAVIGATION.

The establishments sanctioned for navigation purposes are—

	RS.
42 Lock superintendents (permanent establishment provided for in the budget) per annum	4,728
96 Lock lascars (temporary and charged to works)	7,416
Per annum	12,144

The actual expenditure against this is, however, only about Rs. 9,500.

2. The annual expenditure on repair, &c., of purely navigation works is about Rs. 15,000, and as lock gates are getting so old as to require renewal, this cannot be reduced; indeed to keep navigation going, probably not less than Rs. 20,000 will have to be spent each year on "repairs."

3. The establishment cost might be brought down to about Rs. 4,656 (see further on and also the accompanying statement), so that the cost of maintaining navigation may be anticipated to be about Rs. 25,000 a year.

4. As a set off against this, there are navigation collections of about Rs. 2,000 a year, and these even if the traffic does not develop will reduce the "net" cost to about Rs. 23,000 a year.

5. The question is whether it is worth the while of the State to undergo this charge for the sake of the advantages which it provides to the general community, the means which it provides for transport of food during times of famine, and (a minor point but worth some notice) the facilities it affords for inspection and management of the canal and its works.

7. The suggestions for reduction of cost of establishments referred to in para. 5 are these—

* Locks 1 to 15.
 " 16 to 32.
 " 33 to 42.

(a) Place the locks into three groups* and give a superintendent only to each group, each superintendent to draw Rs. 15 a month = Rs. 540 a year against sanction of Rs. 4,728.†

+ See Provincial Budget, 1889-90, page 37.

each single lock and two at the double locks, which will give—

[illegible]

‡ Including one at the Kurnool lock.

or Rs. 4,116 per annum against the Rs. 7,416 now sanctioned to be charged to "Works." The savings thus on *sanctions* would be (Rs. 12,144 — 4,656) Rs. 7,488, but on actuals—see para. 1—would be (Rs. 9,500 — 4,656) Rs. 4,844.

8. As, however, some of the irrigation conservancy work is done by the Navigation establishment, the *Irrigation* establishment would under this proposal have to be increased by three irrigation superintendents on Rs. 40 = Rs. 120, and three lascars on Rs. 6 = Rs. 18, or in all Rs. 138 per mensem = Rs. 1,656 per annum, and taking this from the Rs. 4,844 of the last paragraph the net saving would be Rs. 3,188.

9. In considering the question of closing the navigation altogether or in part, it must be remembered that in 1884 § eight boats were sold to Messrs. Binny and Co. for Rs. 10,000, and in 1887 fourteen boats were sold to various persons for Rs. 8,612; || the sale of course implied the continuation of the canal as a navigable one.

CHEPÂK,
28th March 1889.

(Signed) G. T. WALCH,
Ag. Chief Engineer for Irrigation.

ENCLOSURE.

Statement of Proposition for revision of Establishment—cont.

ORDER SANCTIONING PRESENT ESTABLISH- MENT. GOVERNMENT OF MADRAS, PUBLIC WORKS DEPARTMENT.			NATURE OF CHANGE.		PROPOSITION.										Remarks.							
No.	Date.	Office to which the proposition refers.	Present scale.				Proposed scale.				Permanent.		Temporary.									
			No.	Designation.	Pay.			No.	Designation.	Pay.			Amount.	Increase per month.		Period.	Amount.	Decrease per month.	Period.	Amount.		
					Minimum.	Increment.	Maximum.			Average or fixed.	Minimum.	Increment.									Maximum.	Average or fixed.
NAVIGATION.																						
Permanent.																						
7		Lock superintendents at Rs. 12 each	..	..	..	84	..	..	..	45	..	..	..	..	..	..	..	..	..	..	..	
15		Lock superintendents at Rs. 10 each.	..	..	..	160	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
20		Lock superintendents at Rs. 8 each.	..	..	..	160	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Total ..			..	..	..	394	..	..	..	45	..	..	..	..	..	..	..	..	..	..	..	
Temporary.																						
45		Lascars at Rs. 7 each	..	..	..	315	..	..	..	301	..	..	..	..	..	..	..	..	..	..	..	
45		Do. " " 6 "	..	..	..	276	..	..	..	42	..	..	..	..	..	..	..	..	..	..	..	
Total ..			..	..	..	591	..	..	..	243	..	..	..	..	..	..	..	..	..	..	..	
Total, Navigation ..			..	..	..	985	..	..	..	253	..	..	..	..	..	..	..	..	..	..	..	
Grand Total ..			..	..	..	1,505	..	..	..	1,128	..	..	..	..	..	..	..	..	..	..	..	
Conservancy, Irrigation and Navigation establish- ments, Kurnool canal—cont.																						

(Signed) G. T. WALSH,
Ag. Chief Engineer for Irrigation.Ootacamund,
28th May 1889.

ORDER—dated 8th June 1889, No. 1532 W., Public Works.

In his note read above the Acting Chief Engineer for Irrigation proposes a reduction in the cost of the Navigation establishment and an increase in the Irrigation establishment employed on the Kurnool canal as follows:—

Establishment.	EXISTING STRENGTH.		PROPOSED STRENGTH.	
	Number.	Cost per annum.	Number.	Cost per annum.
<i>Navigation.</i>				
		RS.		RS.
Lock superintendents (permanent establishment provided for in the budget)	42	4,728	3	540
Lock lascars (temporary and charged to works)	96	7,416	50	4,116
<i>Irrigation.</i>				
Permanent ..				
Irrigation superintendents	3	1,980	3	1,980
Anicut do.	4	900	4	900
Lascars	58	4,440	58	4,440
Temporary ..				
Irrigation superintendents	3	1,440	3	1,440
Lascars	3	216	3	216

2. These proposals are approved and the revised scale of establishment will be brought into force; as regards the permanent establishment, from three months from date on which notice is given to them, and as regards the temporary establishment, from one month from date of notice being given to them.

3. The increase in the Irrigation establishment will be classed as "temporary."

4. The Acting Chief Engineer for Irrigation will issue instructions to the Superintending Engineer, III Circle, for effecting the change in the scale of establishment above ordered, and will see that all cases in which a pension or gratuity is involved are submitted and settled at an early date.

5. The above orders will not affect any subsequent changes found necessary in the strength of the temporary establishment, which will be dealt with as occasion arises, in the usual way.

6. The Government concurs with the Acting Chief Engineer for Irrigation in considering that the question of closing part or all of the Kurnool canal to navigation should lie over till the effect of the Bellary-Kistna Railway on the traffic of the canal can be ascertained.

7. The Acting Chief Engineer for Irrigation will report further on this point as soon as sufficient information is available.

(True Extract.)

Captain, R.E.,
Under-Secy. to Govt., P.W.D.

To the Chief Engineer for Irrigation.
" Superintending Engineer, III Circle.
" Examiner, Public Works Accounts.
" Revenue Department.

Exd. J. Henriens.
Spare Copies

GENERAL.
ESTABLISHMENT.

Govt. of {1889} Madras.

PUBLIC WORKS.

Dated June, 8th.

Recd.

Encl.

G.O., 8th June 1889, No. 1532 W.

JUNE.

Kurnool Canal

Orders on proposals of the Acting Chief Engineer for Irrigation for reduction in cost of the Navigation establishment and for an increase in the Irrigation establishment employed on the —.

Required to attend to the regulation of water supply which has hitherto been looked after by the Navigation Estab^t now to be reduced.

C. Swales
Chief Engineer for Springfield

Ootacamund }
28 May 1889 }
Copied *vide* *note*

1532
4

Note by the Ag Chief Engineer for Irrigation.

No 422

1532 1P

Hurnool Canal Navigation.

(1). The establishments sanctioned for navigation purposes are

42 Lock Superintendents (Permanent establishment provided for in the Budget) per Annum	Rs 4,728
96 Lock Lascars (Temporary & charged to Works)	7,416
per annum	<u>Rs 12,144</u>

the actual expenditure against this is however only about Rs 9,500.

Note: The Rs 16,887 given in form I-D for 1886-87 was merely for establishments and repair of boats, and did not include Rs 20,178 paid in the year for repairs of navigation works.

(2) The annual expenditure on repair, &c, of purely navigation works is about Rs 15,000 and as Lock gates are getting so old as to require renewal, this cannot be reduced; indeed to keep navigation going probably not less than Rs 20,000 will have to be spent each year on "repairs."

3. The establishment cost might be brought down to about Rs 4,656 (see further on), so that the cost of maintaining navigation may be anticipated to be about Rs 25,000 a year.

4. As a set off against this, there are navigation collections of about Rs 2,000 a year and these even if the traffic does not develop will reduce the "net" cost to about Rs 23,000 a year.

5. The question is whether it is worth the while of

+ & also the accompanying statement

in 1886-87	Rs 4,518
1887-88	1878

of the State to undergo this charge for the sake of the advantages which it provides to the general community, the means which it provides for transport of food during times of famine, and (a minor point but worth some notice) the facilities it affords for inspection and management of the Canal and its works.

6 I would answer the question in the affirmative, and at all events I strongly recommend patience in the matter and suspension of judgment till there has been the opportunity of seeing the effect on the navigation of the Guntakal-Berwada State Railway which crosses the canal near Mundial at about midway in its course between Hurnool and ~~several~~ Cuddapah and to which the Canal may possibly prove a considerable feeder and distributor. Two or three years will probably give sufficient indication for arriving at a final decision and in the meantime purely navigation expenditure may be rigidly restricted, making new Lock gates, for instance, may be prohibited, only cobbling up of existing ones allowed.

7 The suggestions for reduction of cost of establishments referred to in para 3 are these

(a) place the Locks into 3 groups and give a Superintendent only to each group, each Superintendent to draw Rs 15 a month = Rs 540 a year against sanction of Rs 4728.

* Locks 1, 6, 15
16, 6, 32
33, 6, 42

* See Provincial Budget 1889-90. page 37.

(b)

(b) reduce Lock lascars to one at each single Lock and two at the double locks, which will give

43 at ^{Rs} 7.	=	Rs 301	153
7 at 6	=	42	
		per mensem	343

or Rs 4116 per annum against the Rs 7416 now sanctioned to be charged to "Works". The savings thus on sanctions would be (Rs 12,144 - 4656) Rs 7488 but on actuals, see para 1, would be (Rs 9500 - 4656) Rs 4844.

8. As however some of the Irrigation housework is done by the navigation establishment, the Irrigation establishment would under this proposal have to be increased by 3. Irrigation Superintendents on Rs 40 = Rs 120 and 3. Lascars on Rs 6 = Rs 18, or in all Rs 138 per mensem =

Rs 1656 per annum, and taking this from the Rs 4844 of the last para the net saving would be Rs 3188.

9 In considering the question of closing the navigation altogether or in part, it must be remembered that in 1884, eight boats were sold to Messrs Birney & Co for Rs 10000 and in 1887 fourteen boats were sold to various persons for Rs 8612, the sale of course implied the continuation of the Canal as a navigable one.

* See G.O. No 3823 dt 7 February 1884

* See G.O. No 664 dt 26 Feb 1887 (in m. 5)

Chepauk
28th March
1889

Exdnt
Compd. S.P.

C. Sewale

Ag. Chief Eng. for the

No. 460 I of 6-8-88
 . . . 39204 of 13-12-88
 . . . 38221 of 7-4-84
 B. no. 664 I of 26-10-87

3/20
 Karnal, Cuddalore Canal

Navigation

2042 I
 2042 I

Read the following:—

1532

Note by the Chief Engineer
for Longation No 42. I dated 28 March 1889.

FOR ORDERS.

The cost of navigation seems
 to be Rs 23000 (£4) plus
 Rs 1656 (£8) in maintenance
 of irrigation canals.
 I certainly think navigation
 expenses should be cut down
 to the lowest possible point.
 I am prepared to agree that na-
 vigation should be continued on these
 terms until the result of the
 railway to Andam is known.

Meanwhile there is a point at
 I mentioned to the Chief Eng. for his
 which he seemed to think worth
 notice, viz the question whether
 owing to the necessity of maintaining
 the water at certain levels on
 out of the navigation the power
 of the irrigation scheme is not
 being checked.

C. D. Will
 As Secy. to Govt.

Yes - this is a point
 of great importance in
 considering the question
 & I have already
 instituted enquiries
 on the subject.

8

C.D. 28-3-89
 Recd. 2-4-89

FOR ORDERS.

This point was suggested to me by a member of Mr. S. Stokes' who was for some time Cst. of Cuddapah. He said that the ryots will not take water because they cannot get it when they want it on to the sluices being kept closed. Probably there is more difficulty in maintaining navigable water in the tail end of the Canal in the Cuddapah Dist than in Kurnool, and irrigation may there be sacrificed to navigation. The question is worth enquiring because if we lose both directly & indirectly from navigation, the case is strong against retaining it.

Even if we expand to the present channels of the boats the full present channel money (which of course we should not) the amount would not equal our losses on navigation for a single year.

I think that since the B.H.R. has been made, the importance of the canal communication for protection purposes is much diminished.

28
Cin
Recd
W
Recd

11/10
30 Mar

The difficulty would of course be greatest late in the season which is just the time when water is most wanted for the crops.

Certainly. Immediately after conversation with the Hon. Mr. Madhavaiah I wrote to the Chief Secy about it.

On the means to be taken to reply to P.P. about the proposed to close the Canal altogether in ordinary years will stand over.

2/4/89
Yes - there is no point in having the answer how better be made complete.
11/10 3 Apr

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

Read the following

Pros of Govt. P. W. D. - (Mr. N° 460. S. d/6 Aug 88)
Note by the Ag. Chief Engr. for Irrigation - - - - (Mr. N° 42. S. d/28 March 89)

In his Note read above the Ag. Chief Engineer for Irrigation proposes a reduction in the cost of the Navigation Establishment and an increase in the Irrigation Establishment employed on the Kurnool Canal as follows -

Establishment		Existing Strength	Proposed Strength	Cost per	Cost per
		N°.	N°.	annum	annum
				Rs.	Rs.
Navigation					
Lock Superintendents (Permanent Establishment provided for in the Budget)		42	3	4728	540
Lock Sascars (Temporary and charged to works)		96	50	7416	4116
Irrigation					
Permanent	Irrigation Superintendents	3	3	1980	1980
	Ancient (Do)	4	4	900	900
	Sascars	58	58	4440	4440
Temporary	Irrigation Superintendents		3		1440
	Sascars		3		216

2. These proposals are approved and the revised scale of Establishment will be brought into force; as regards the permanent Establishment from 3 months from date on which notice is given to them, and as regards the Temporary Establishment from one month from date of notice being given to them.

3. The increase in the Irrigation Establishment will be classed as Temporary.

4. The ag. Chief Engineer for Irrigation will issue instructions to the Supg Engineer, 3 Circle, for effecting the change in the scale of Establishment above ordered and will see that all cases in which a pension or gratuity is involved are submitted and settled at an early date.

5. The above orders will not affect any subsequent

1532

with 5-P.
be dealt as occasion arises in the usual way.

6. The Government concurs with the ag. Chief Engineer for Irrigation in considering that the question of closing part or all of the Turnool Canal to Navigation should lie over till the effect of the Bellary-Kistna Railway on the traffic of the Canal can be ascertained.

7. The ag. Chief Engineer for Irrigation will report further on this point as soon as sufficient information is available.

Stock in hand
reduction from fall.

Recd
4.6.89

For 29/5/89

In the presence of

hms