Public Works (1898) Department.

G.O., No. 1063 W

DATED 27 April 1898

[Despatch Abstract.]

Junction Canal; Directing that enquiries be made into the grievances set forth in a memorial from certain inhabitants of Ellalapore as regards the alleged injurious effects of the — on public & property in the vicinity

27-4-98

Indexed 27/4

[P. W. 35. / 1,000—12-4-93.]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Public Works DEPARTMENT.

[40/500]

Papers to be read in proceedings :—

189 , No.

189 , No.

Again G.O., dated

Again G.O., dated

Current No. of 189 , dated 12th March '98, from the Secretary to the Junction Canal Memorial Committee.

" " " 189 , " , "

" " " 189 , " , "

ORDER.

p-1063 W 27.4.98

2P

To The Rev. Dept. } for counter-initials
" Public Dept. }

The letter read above submits a Memorial from certain inhabitants of Mylapore in Madras on the subject of the Junction Canal, the construction of which has, they allege, injuriously affected them. They pray that inquiry into the matter may be made.

2. The Memorialists complain that they have been injuriously affected in the following ways:-

(1) The Canal holds salt water intermixed with sewage in a state of stagnation and emits noxious effluvia injurious to health.

(2) In a certain area on either side of the Canal, it has lowered the water level in their fresh water wells, so that they run dry during the dry season and during the rainy season

draw foul water from the Canal by percolation.

(3) In a certain area on either side of the Canal there has been a marked deterioration in the yield of plantations. The loss on this account in the shape of rent is estimated at Rs. 5979 per annum.

(4) The supply of water for Irrigation from Mylapore Tank (commonly called the Long Tank) has suffered from the leaky condition of the sluices which carry it across the Canal.

(5) The large temple tank in Mylapore has been drained so low that the water is insufficient for the annual festival, or for bathing purposes.

3. The Chief Engineer for Irrigation will investigate grievances (1), (2), (4) and (5), and as regards (2) will cause levels to be carefully taken to the wells and ~~lands~~ tanks adjacent to the Canal so as to test the statements therein made.

4. ~~Item (3) will be investigated in the Revenue Department~~, and the statement made in para 8 of the Memorial

as

With regard to item (3) a general inquiry will be made in the Revenue Department as to the alleged deterioration of the agricultural value of the lands referred to.

23.4.98

See separate note

22/4/98

as to the increase of Elephantiasis will be inquired into by the Surgeon-General under orders in the Public Department. It shoild be ascertained whether there has been any increase of the disease in Mylapore during the past 20 years, and if so, whether the Canal has had any evil influence in this respect.

14.4.98

25.4.98

7/5/98

To

The Ch. Engr. for Irrign.
,, Revenue Department.
,, Public Department.
,, Secty. Memorial Committee

with a copy of the Memorial.

C31?

To D.P.S.

Para. 4 of the draft shd be altered so as to run something to this effect (see H.E.'s orders of 22/4/98):—

"With regard to item (4) a general enquiry will be made in the Rev. Dept. as to the alleged deterioration of the agricultural value of the lands referred to"

S.R.
22/4/8

H.M. P.W. M.S.

It [illegible] that the Rev. Dept. shd investigate the allegation that the proprietors of the Mylapore lands on the sides of the Junction Canal have owing to its construction lost in ~~annual~~ rentals ~~R~~ 6000 a year.

It is not quite clear whether the petitioners assume that Govt. has any legal liability in the matter. In any case we must be careful that no ~~such~~ thing we do raises any admission of such

C 20/4/98
R 21/4/98

is 'a qu … is
… entstage,
desirable, … at any rate, to make any such investigation at all. The other considerations raised in the memorial are meant to be more decisive: & the question raised will probably be determined mainly on those considerations. If they are not sufficiently weighty, the ~~one~~ item of fallen rentals will not, it is presumed, determine Govt.

J.F.
19/4/98

I think the enquiry sh'd be made. If the "other considerations" leave the balance nearly even this will settle the case one way or the other. It sh'd be made on the lines suggested by the Sec.

J.G.
22/4/98

(31)

To D.P.W.

Para. 4 of the draft sh'd be altered so as to run something to this effect (see H.E.'s orders of 22/4/98):—

"With regard to item (4) a general enquiry will be made in the Rev. Dept. as to the alleged deterioration of the agricultural value of the lands referred to"

S.R.
22/4/8

To D.P.W. u.o.

W. Proposed alteration to para 4 submitted for initials

23 Ap. 98.

alteration made

23.4.98

P. W. (1898) Department.

D. O. CURRENT No. 24

From The Private Secretary to H. E. the Governor.

No.

Dated 6th April 1898

Received } 14th do.
Registered }

Enclosures

Spare copies

SUBJECT.

Junction Canal. Forwarding for disposal a memorial from the inhabitants of Mylapore, 8th Dn. Madras City, about the — ~~for disposal~~

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Original

FROM

THE INHABITANTS OF MYLAPORE,

8TH DIVISION, MADRAS CITY.

MEMORIAL ABOUT THE JUNCTION CANAL.

1898

To.

H. A. Sim Esquire I.C.S.
Private Secretary to
His Excellency the Governor of
Madras. Fort St George.

Sir.

I had the honor of Sending an advance Copy of the memorial about the Junction Canal and Soliciting permission for a Deputation to wait upon His Excellency to present the Original Memorial in person. I have been kindly informed in reply that the Deputation will be sent for, if Sufficient information is not otherwise procurable. I am desired to Send herewith the Original Memorial bearing the Signatures of the memorialists with 6 Spare Copies, which I request you will be good enough to Submit to His Excellency.

I beg to remain,
Sir.
Your Most Obedient Servant
M. Sawmynathadoss

Mailapur
5th April 1898

Secretary to the Junction Canal
Memorial

To

HIS EXCELLENCY

SIR A. E. HAVELOCK, G. C. M. G., G. C. I. E.,

Governor in Council,

Fort St. George.

The humble Memorial of the Inhabitants of Mylapore, a suburb of Madras.

We most respectfully beg to approach your Excellency in Council with our humble prayer for the removal of the grievance which the excavation, through the heart of Mylapore, of what is known as the Junction Canal has caused to us.

2. As was distinctly predicted by those competent to form a correct opinion of its probable effects, this work has seriously affected our water supply for both irrigation and domestic purposes, and our health and our property have suffered in consequence.

3. This canal which connects the river Adyar at the south end of the town with the Cooum in the Government House compound, draws no fresh water, but holds only salt water intermixed with sewage in a state of stagnation and decomposition emitting noxious effluvia. From its low level the canal draws off the fresh water springs from a considerable number of our wells, and the latter consequently run dry during the dry season; while, during the rainy season, when the level of water in the canal rises, they draw its foul water through underground percolation.

4. But it is not merely water supply but also the subsoil that is thus affected. There has been a marked deterioration in the yield of our plantations, and in many cases what were fine cocoa-nut, betel and plantain gardens now scarcely give any crop.

5. The contamination of water and soil as above described is of course restricted to a certain area on either side of the canal; but it is within this limited area that a considerable portion of the valuable house and landed property in this suburb is situated.

6. Furthermore, the irrigation from the Mylapore tank on which the cultivation of paddy lands in this suburb depends, is likewise affected by the sluices which have been provided for its passage across the canal being often out of order and leaky.

7. We submit herewith a statement (Appendix A) shewing the income derived from our garden and paddy lands in the shape of rent before and subsequent to the excavation of this Junction Canal. From this it will be seen that, while the total rental of these properties before amounted to Rs. 6,923, it is now only Rs. 944. The difference, viz., Rs. 5,979, constitutes our loss in so far only as it is capable of being estimated in money; but there is loss not capable of being so estimated; for, no account is kept of the produce used for domestic consumption of kitchen and flower gardens and fruit trees attached to houses, which are not leased out.

8. No doubt, so far as domestic requirements are concerned, the supply of Red Hills water recently introduced may be said to supersede the need for wells; but very few householders have service pipes sufficiently near their dwellings to command the use of Red Hills water for all domestic purposes; the bulk of the population is necessarily to a great extent dependent on its wells. It is moreover to be observed, that water collected in a superficial reservoir and sent down over a considerable distance partly through an open channel and partly through underground pipes can hardly be regarded so pure and wholesome as spring water drawn afresh from wells. Its wells were the boast of Mylapore; many of the well-to-do residents of the other divisions of the city used to obtain their drinking water

from them; and it is a well known fact that the family of the Nabob of the Carnatic was doing so; indeed Mylapore in days gone by enjoyed the reputation of being the healthiest of the native suburbs of Madras. All this has become changed since the excavation of this canal. In this suburb, sickness due to impure air and impure water was almost unknown; one scarcely ever met with a case of elephantiasis; now this disease has become a conspicuous feature of this locality.

9. Another inconvenience to which the population of Mylapore is subjected by this canal, is that it drains the large temple tank situated in the center of the suburb, which, with the temple on one side and the regular lines of houses on the other three sides, presents a picturesque view. The result is that the depth of water that remains in the tank is insufficient for the celebration of the annual floating festival, as also for the people to have their usual daily baths.

10. The ill-effects which have ensued by the excavation of this work were not unforeseen; they were fully represented by us and by the City corporation before it was put in hand. We beg to crave the attention of your Excellency in Council to the report of the meeting held by the Municipal Commissioners (Appendix B), in which was recorded their resolution to submit to Government their "decided opinion" that the proposed Junction Canal was "a most hazardous and inexpedient project." As will be seen from this report, one of the Commissioners, the Rev. Dr. Strachan, remarked that, if this work were carried out, "the fresh water wells in Mylapore would become quite brackish" and that the "Canal would be a pestilential incubus upon the health of the residents of Mylapore." Another Commissioner, Mr. Krishnama Chariar, observed that it would become "a second Cooum." The President, Mr. L. Burrows, recorded his opinion, that the objections urged by the inhabitants of Mylapore in an influential petition to Government were well grounded, and that "the work would be a deleterious one." After what we have said, it is unnecessary to add that our experience of the twenty years which have elapsed since the work was executed bears out these predictions.

11. Our protest elicited from Government in their Order, dated 18th December 1876, No. 3461, an assurance that "every precaution will be taken for providing that sewage shall not enter into the canal, but shall be diverted into the natural drainages which now receive it, and which will be carried under the canal." The Order also assured us, that our "irrigation supply from the Mylapore tank, where intercepted by it, will also be provided for," and that "preventive measures will be taken against the water supply or level of our wells being affected by the canal." We beg with the greatest respect to state, that these assurances have, if at all, been but very imperfectly given effect to. The canal through its connection with the Cooum does receive an admixture of the sewage of Chintadripet and Triplicane, which drains into the latter. It has also become the receptacle to a certain extent of the drains of Mylapore itself. The irrigation supply to our agricultural lands intercepted by the canal is, as we have ventured to state, but inadequately ensured. As for the promised preventive measures against the water supply or level of our wells being affected, we are totally unaware that any such have been taken.

12. If any substantial benefit to the country at large shall have accrued from this work, we would accept the resulting injury to our health and our property as a necessary and unavoidable evil; but we feel sure that careful enquiries will convince your Excellency in Council, that such is far from being the case. We here most respectfully take leave to crave attention to the history of this work given in an issue of the Madras Mail at the time the project was decided upon. (Appendix C).

13. The Government had this Junction Canal project before them for twenty-two years before it was eventually carried out as a Famine Relief work in 1876-77, and during this period it was discussed in all its varied phases as to its feasibility from the Engineering point of view; but it no where appears that it was shown from actual statistics that it would prove to be to any considerable extent a work of practical utility to the public.

14. The project was no doubt urged forward on general grounds in 1860. It appeared to the then Governor, Sir Charles Trevelyan, that it was "calculated to mitigate the great and increasing dearness at the Presidency Capital of firewood and all the other necessaries of life," and to be on that account a work of a "beneficent and productive character." But it does not seem to have been considered what quantities of firewood and other necessaries of life entered the Presidency Capital by the Southern Canal at its southern limit and to what extent they would be cheapened by their carriage by water, instead of, by road, from that point to where this Junction Canal meets the Cooum—a distance of 3 miles and 1,099 yards. It is to be observed, that the northern Canal terminates in the heart of the town, and that the object, therefore, could not have been to facilitate the traffic which entered the town from the north. It was not stated that the Junction Canal would facilitate traffic between the districts on the south and north of the Presidency town. The fact was, there was no such traffic, and the object was only to cheapen supplies of provisions to the Presidency town. At this day, traffic crossing the Presidency town from the north or south is literally *nil*.

15. When the project was submitted for the sanction of the Home Government, the Secretary of State, Sir Charles Wood, observed:—"I am not altogether convinced of the reality of the advantages expected to accrue from connecting the two canals which enter Madras from the north and south. For the special purpose for which the canals were designed, *viz.*, that of bringing supplies to Madras, it is sufficient that they should terminate at convenient points within or near the town. A Junction Canal uniting the terminal points might be very serviceable to whatever through traffic is carried on between the districts lying immediately to the north and south of Madras; but there is nothing to show that any such traffic exists of sufficient importance to warrant an expenditure of three lakhs of Rupees for its accommodation. As, however, your Government are unanimous in approving of the project, and as the Government of India also regard it as one which ought to be executed as soon as funds can be made available for it, I shall offer no obstacle to its adoption."

16. Although the Secretary of State thus gave a reluctant consent, it was not found practicable to put the work into execution. Doubts and difficulties arose in regard to its alignment, and in the course of the discussion which ensued, it was discovered that "unless an ample supply of fresh water could be obtained (this has presumably since been found to be impracticable), the Canal would be a nuisance."

17. In 1866, Lord Napier, the then Governor observed:—"We know what sort of a canal it should be; we know how it should run; and we know that it will cost five lakhs (it has, we understand, actually cost over 7 lakhs): but we still require to know whether it ought to be undertaken and how it is to be paid for." Eventually, all further action on the project was indefinitely suspended, and the Government, in their Order dated 27th February 1871, recorded their final decision that "the project having now been fairly examined and submitted to the judgment of those most directly interested and their opinion being adverse, it must be abandoned for the present."

18. The project was a few years after resuscitated during the days of the Duke of Buckingham, when the famine of 1876-77 rendered it necessary to look about for a large undertaking that would provide employment to the people that flocked in considerable numbers into the city in quest of food, and the strong-willed Duke with his characteristic promptitude came to the decision, that it should at once be carried out. It was accordingly carried out as a Famine Relief work in the face of the strong protest of those whose interests were materially affected and the adverse opinion of the Sanitary and Engineering Officers of Government. The project, it is clear, was not decided upon on its own merits, and it is extremely doubtful whether it would have at all been thought of but for the famine.

19. *Upon the order of the Government on our protest, referred to in para 11 supra, we at the beginning of 1877 submitted an appeal to the then Secretary of State, The Right Honorable Marquis of Salisbury, and we presume that some communication passed between His Lordship and the Madras Government thereon; but we have no knowledge of its purport.*

20. We have shown that the utmost that was expected of this Junction Canal was the cheapening of the traffic that entered the Presidency town from the south to the extent to which it was likely to be cheapened by the substitution of water carriage for the town road over a distance of 3 miles and 1,099 yards. But if there ever was any particular necessity to facilitate the traffic to this limited extent, it has to a great extent been removed by the subsequent completion of the South Indian Railway.

21. We have no means of ascertaining exactly the amount of traffic that passes through the Junction Canal; but we understand that the tonnage of the traffic on the whole line south of Madras at present is about $\frac{1}{10}$ of the total tonnage of traffic on the entire line of the canal including the southern and northern sections, and that it consists chiefly of firewood, cocoanuts and cocoanut and palmyra leaves. It is to be observed that this comparatively very small amount of traffic on the southern section of the canal cannot be taken to have all developed from its junction with the northern section; the traffic already existed and any increase that may have taken place in it from the excavation of the Junction Canal can be no adequate set-off against the loss it has caused to us. It is a fact that firewood and other miscellaneous provisions continue to come from outlying villages on the south in bullock carts and on heads of coolies by road.

22. Neither do we know the amount of revenue the Government derive in the shape of tolls, wharfage and boat-license fees from the southern canal, and the proportion thereof due to the Junction Canal; but we believe we are not far wrong in assuming that the latter, after deducting the proportionate cost of maintenance, including establishment and repairs, is insignificant; at any rate, it must fall considerably short of our loss of income from gardens and other lands, from the Junction Canal, so far as it is capable of being determined by money-value, *vide* para 7 *supra*.

23. We understand that one object the Government had particularly in view when the project of the southern section of the canal was undertaken, was the provision of water carriage for salt from the monopoly factory at Covelong about 15 miles south from the Adyar to the Government Depot at Madras. But the manufacture of salt on Government account at Covelong has ceased now for many years, and such private manufacture on excise licenses as was being carried on latterly has likewise ceased for the last two or three years, so that what small quantities of this commodity still continue to come to Madras by the canal from the south are from the old stocks remaining unsold at that factory. The fact apparently is that the wants of the Presidency town are abundantly met by increased manufacture in northern factories. As respects the three salt manufacturing stations on the coast line further south within a distance of 66 miles from Madras, *viz.*, Cheyur, Chunampet and Merkanam, the salt made at the first two goes southward and westward by the South Indian Railway and that made at the last station, situated furthest, is supplied to the French Settlement at Pondicherry. Covelong is thus the only factory on the south from which any salt can possibly come to Madras; but under the present altered conditions of trade with expanded railway system, any salt that is likely to come to Madras from that factory, in case private manufacture at it is resumed, must be very small.

24. We say nothing of the enormous amount of money which the construction of this small slip of waterway has caused the state; but it is a matter now for the serious consideration of Government whether the advantages derived from it are at all commensurate with the cost which its maintenance entails.

25. *In conclusion, our humble prayer is, that your Excellency in Council will be graciously pleased to direct enquiries to be made as to the extent to which the Junction Canal is actually used and the extent to which it has injuriously affected us, and if satisfied that we have a substantial grievance and that the canal is of no appreciable benefit to the state or to the general public, your Excellency in Council will order it to be closed.* This measure need not entail any cost on Government; on the contrary it is certain to bring in a profit as a set-off to a certain extent against the loss of the immense amount that has been expended on the acquisition of land for this work. The canal may be divided into convenient building lots and sold by public auction on the condition that the purchasers are to fill them in at their own expense within a given time. As the canal passes for the most part through portions of the town where building sites are greatly in request, the lots will be readily purchased. The prices obtained for them will be the ultimate value of the lots when reclaimed and formed into house or garden sites, minus the cost involved in filling in and levelling them. The amount which the Government realise by this measure will, considering the rush there is certain to be for the lots, be by no means small.

26. We submit herewith a copy of the resolution (Appendix D) passed at a meeting of our body with the Honorable V. Bhashyam Iyengar in the Chair, in accordance with which this humble memorial is most respectfully submitted for the favorable consideration and orders of Your Excellency in Council.

ylapore }
March 1898 }

R Ragoonath Row
S. Subramanian
V Bhashyam Iyengar
P. Subromoney Iyer
C Krishnama Charri
P. Chentsal Rao
P. Apparow Moodr
P. Aiyasami
T. Ramachendra Row
V. C. Desikachary

T. M. Dorasawmy Mood.
V. Srinivasachariar
M. Gurusawmy Mudr.
C. A. Streenevasaragavacharryar
Chockalinga Mudr.
M. [illegible] Mudalier
Shunmugam Mudr.
A. Krishnaswami Aiyar
[illegible]
T. Parthasarathy Iyengar
V. Krishnaswami Iyer
P. R. Sundara Aiyar
Mathurasamy Mood.
G. Sivanandi Mudr.
C. Rajagopalacharry
M. Sundragopa Mood.
T. R. Rámanádha Aiyar
[illegible]
M. Rajarathnam
M. Nanjundarow M.B.
M. Thambiappa Moodr.
M. Chengalvaroya Moodliar
P. Siwaswamy Aiyer
M. [illegible]

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R. Ramalinga Nayager

Tholasingam

C. Balasundara Mud.

T. Dorasawmy Pillay

M. Lingaravaloo Moody

Y. Baboo Mudaliar

Sornasundrum Pillai

Palani Pillai

C. Jumbulingum

Sambasiva Mudaliar

Rajagopal Naidoo

M. Krishnaswami Moody

Lingaravaloo Chetty

APPENDIX A.

Statement showing the probable loss of income from gardens and paddy lands in Mylapore from the Junction Canal.

Serial No.	Name of the property.	Extent of Land.	No. of wells in each property.	No. of Ponds.	Amount of rent realised before the cutting of the Junction Canal.			Amount of rent now realised.			Difference or Loss.		
		Cawnies.			RS.	A.	P.	RS.	A.	P.	RS.	A.	P
1	Pandarasanadi Land ...	1½	1	...	70	0	0	20	0	0	50	0	0
2	Pallakumaniam ...	9	3	1	400	0	0	100	0	0	300	0	0
3	Sri Kabaliswarar flower garden ...	2	1	...	60	0	0	...	...	...	60	0	0
4	Parangi Pattadai ...	3	1	...	100	0	0	...	...	...	100	0	0
5	Desikar Parangi Pattadai ...	5	2	...	175	0	0	10	0	0	165	0	0
6	Balakrishna Parangi Pattadai ...	1½	0	..	50	0	0	...	...	...	50	0	0
7	Janika Raman Thotam, Municipality ..	6	2	1	70	0	0	...	...	...	70	0	0
8	Tholukachi Thotam ...	3	1	...	70	0	0	10	0	0	60	0	0
9	Balakrishna Bangalow and garden ...	2	2	...	20	0	0	...	...	...	20	0	0
10	Soldar Pattadai ...	5	2	...	175	0	0	...	...	...	175	0	0
11	Madura Pulam ...	4	3	...	120	0	0	35	0	0	85	0	0
12	Etti Pattarai ...	2½	2	...	90	0	0	20	0	0	70	0	0
13	Andi Maniam ...	5	1	...	140	0	0	...	...	...	140	0	0
14	Patti Pulam ...	1½	2	...	40	0	0	...	...	...	40	0	0
15	Paranathalai ...	1	1	...	35	0	0	...	...	...	35	0	0
16	Sri Desikar Maniam ...	2	1	...	56	0	0	...	...	...	56	0	0
17	Motachi Pattarai ...	5	2	...	175	0	0	...	...	...	175	0	0
18	Sepan Pattadai ...	10	4	...	350	0	0	...	...	...	350	0	0
19	Thotakadu Medu, night soil Depot ...	2½	...	...	...	...	...	...	...	...	...	...	...
20	Balakrishna Mudaliar garden ...	6	2	...	120	0	0	...	...	...	120	0	0
21	Kodamaniam ...	1	1	...	35	0	0	...	...	...	35	0	0
22	Tambiappan Pattadai ...	14	4	...	300	0	0	...	...	...	300	0	0
23	Do.												
24	Do.												
25	Do.												
26	Bangalow Thotam ...	3	2	...	70	0	0	...	...	...	70	0	0
27	Odai ...	2	...	...	20	0	0	...	...	...	20	0	0
28	Valliswarar Thotam ...	5	2	...	100	0	0	60	0	0	40	0	0
29	Thotam, Rangachari ...	2½	1	...	70	0	0	...	...	...	70	0	0
30	Vasanthi Pattadai ...	5	2	...	140	0	0	60	0	0	80	0	0
31	Thotam Vethappen ...	5	1	...	140	0	0	60	0	0	80	0	0
32	Garden, Ramachendra Row ...	2	1	...	35	0	0	...	...	...	35	0	0
33	Valluvan Pattadai ...	1½	...	...	35	0	0	...	...	...	35	0	0
34	Garden (Velliswarar) ...	1	1	...	20	0	0	...	...	...	20	0	0
35	Labbai Thotam ...	12	4	1	350	0	0	100	0	0	250	0	0
36	Eluppa Thoppu ...	2½	1	...	100	0	0	...	...	...	100	0	0
37	Kabaliswarar Garden ...	2½	1	...	35	0	0	...	...	...	35	0	0
38	Do. Bangalow ...	10	2	2	35	0	0	...	...	...	35	0	0
39	Manam Patrai ...	9	3	...	250	0	0	100	0	0	150	0	0
40	Kallikattai Land ...	2	...	...	40	0	0	20	0	0	20	0	0
41	Elupa Thopu ...	2½	1	...	80	0	0				80	0	0
42	Valluvan Pattadi ...	3	2	...	90	0	0	...	...	...	90	0	0
43	Kalli Pattadai ...	2	1	...	60	0	0	20	0	0	40	0	0
44	Panjanga Maniam ...	1½	1	...	45	0	0	20	0	0	25	0	0
45	Sachithananda Mudaly garden ...	2½	1	...	70	0	0	40	0	0	30	0	0
46	Tambiappan Pattadai ...	¾	...	...	18	0	0	10	0	0	8	0	0
47	Kasavaperumal Land ...	¼	...	...	10	0	0	4	0	0	6	0	0
48	Sathan Pattadai ...	20	4	1	420	0	0	...	...	...	420	0	0
49	Thambiappan Land ...	7	2	...	180	0	0	70	0	0	110	0	0
50	Patti Pulam ...	2½	2	...	70	0	0	...	...	...	70	0	0
	Carried over...	199½	73	6	5134	0	0	759	0	0	4375	0	0

Serial No.	Name of the property.	Extend of Land.	No. of wells in each property.	No. of Ponds.	Amount of rent realised before the cutting of the Junction Canal. RS.	A.	P.	Amount of rent now realised. RS.	A.	P.	Difference or Loss. RS.	A.	P.
		Cawnies.											
	Brought Forward...	199½	73	6	5134	0	0	759	0	0	4375	0	0
51	Amman Koil Thalai ...	2½	2	...	70	0	0	70	0	0	...		
52 53	Arumaga Chary Thotam, night soil Depot ...	4½	2	...	140	0	0	100	0	0	40	0	0
54	Chunnambu Kalava ...	1½	1	...	14	0	0	...	...	...	14	0	0
55	Arthajama Thotam ...	2½	1	...	175	0	0	15	0	0	160	0	0
56	Kemal Thotam ...	4	1	...	140	0	0	...	...	...	140	0	0
57	Pilla Kollai ...	3	1	...	80	0	0	...	...	...	80	0	0
58	Poniah, Pilla Kolai ...	3	1	...	80	0	0	...	...	...	80	0	0
59	Samathi Pattadi ...	2½	1	...	100	0	0	...	...	...	100	0	0
60	Kaliva Modu ...	2	1	...	50	0	0	...	...	...	50	0	0
61	Iya Mudaliar Garden ...	3	1	...	80	0	0	...	...	...	80	0	0
62	Picha Pillai Pattadai ...	3½	1	1	105	0	0	...	...	...	105	0	0
63	Luxan Pattadai ...	3½	2	...	100	0	0	...	...	...	100	0	0
64	Soolai Pulam ...	1	1	...	35	0	0	...	...	...	35	0	0
65	Kanjivarthan Pattadai ...	2	1	...	70	0	0	...	...	...	70	0	0
66	Thevadia Maniam ...	1	1	...	35	0	0	...	...	...	35	0	0
67 68	Palla Pattadai, Hon'ble Bhashyam Iyengar ...	5	2	...	175	0	0	...	...	...	175	0	0
69	Do. Venkata Varadia Chettiar	3	2	...	105	0	0	...	...	...	105	0	0
70	Shaku Mastan garden ...	2½	1	...	60	0	0	...	...	...	60	0	0
71	Natu Subraya Mudaliar land ...	1	...	...	35	0	0	...	...	...	35	0	0
72	Kottai Koli ...	3	1	...	35	0	0	...	...	...	35	0	0
73	Do. (Vengdasubu Chetty) ...	2½	1	...	70	0	0	...	...	...	70	0	0
74	Rangian Thotam...	3	..	1	35	0	0	...	...	...	35	0	0
	TOTAL...	259	98	8	6923	0	0	944	0	0	5979	0	0

APPENDIX B.

THE MADRAS MUNICIPALITY.

A GENERAL MEETING of the Municipal Commissioners was held on Wednesday 20th December 1876 at twelve noon. There were present Mr. L. R. Burrows, Acting President, the Rev. Dr. Strachan, Mr. Vencatramiah Garu, Mr. Vanugopaul Charlu, Mr. Soomasoondrum Chettiar, Mr. B. Lovery, Mr. Rungiah Naidu, Colonel W. S. Drever, Mr. Theroovengada Moodelly, Mr. C. Grant, Mr. Krishnamah Charriar and Mr. J. Hamnett.

The sixth subject was an order of Government directing that the Junction Canal between the Adyar and Cooum rivers be commeneed as a Famine Relief Work.

The President observed that as this was an important subject he would like to know if the Commissioners had anything to say respecting it.

The Rev. Dr. Strachan remarked that it would be pernicious and useless to carry out this work. The water was not fit for irrigation or domestic use, and if the proposition should be carried out, the fresh water wells in Mylapore would become quite brackish. It was therefore pernicious to open out a work which would do more harm than good. It was also a useless measure to undertake the work. If 10,000 persons were to be engaged on the work, the moment it is commenced some 40,000 thousands would come forward. In this over-crowded city where disease and pestilence were staring us in the face, he did not think it wise or prudent to proceed with the work. It was stated that the object of the work was to bring food into Madras. Dr. Strachan thought that this difficulty was overcome by the establishment of the South Indian Railway Company. The Canal would be a pestilential incubus upon the health of the residents of Mylapore, and it would be neither useful nor ornamental.

Colonel Drever in seconding Dr. Strachan remarked that cholera was rife now, and that between 40 and 50,000 persons were fed daily. It was wrong in principle to bring more down into Madras, and if this work was proceeded with, he thought that things would come to a worse crisis.

Mr. Krishnama Chariar also strongly deprecated the idea of opening out this work. If this work was carried out, he considered that Madras would have a second Cooum, and moreover he did not think that it would be a financial success.

Mr. Hamnett remarked that he did not think that the Commissioners should consider the financial point of the undertaking. Government no doubt, he said, must have obtained the advice of the proper officers on the subject, and they must also have had the opinion of the Sanitary Officer.

Mr. Burrows said that there was no doubt that the Sanitary Officers of Government must have given their views on the subject. The Commissioners would have been placed in a better position if the report of the Sanitary Officer was communicated to them. Viewing it from a non-professional stand-point, he considered that the work would be a deleterious one. An influential petition was forwarded to Government by the inhabitants of Mylapore, and he considered that their objections were well grounded. Mr. Burrows thought that the canal would be a bad thing for the town. It was then proposed by Rev. Dr. Strachan, seconded by Colonel Drever and carried:—

That the Commissioners desire with all deference to the Government to state their decided opinion that the proposal to form a canal between the Adyar and Cooum rivers as a Famine Relief Work, is, in the highly insanitary condition of the city at present, a most hazardous and inexpedient project, and they would earnestly urge its being finally abandoned.

APPENDIX C.

HISTORY AND VALUE OF THE JUNCTION CANAL,

(As given in the Madras Mail when the cutting of the Junction Canal was decided upon).

We have ascertained that the sudden resolution of the Madras Government to commence, and carry sharply through, a canal of about four miles in length to join the Sadras and Cochrane canals is not regarded with approval by officers of the Department of Public Works. The pressing necessity of finding work for the thousands of people who are friendless, homeless, and starving in the town, is denied by nobody; but the work which has been selected by the Government for their relief, will not, it is apprehended, yield any fair return in any shape to the State. We have repeatedly had occasion to urge that the Government should not be so appalled by the trying circumstances of the moment, as to lose sight of the importance of obtaining some valuable result by their violation, under dire compulsion, of the maxims of politico-economy. In all probability the distress resulting from failure of crops will come to an end in six or seven months at the latest, and it is a matter of the first importance that when the cost of combating famine is totalled, we may, with some degree of complacency, regard the creation by famine expenditure of works likely to contribute to the well-being of the country at large. The recent revelation by the Government of India of the critical state of the Imperial finances, and the warlike outlook in Europe and Central Asia, prove that the present is a singularly unfortunate time for the occurrence of famine; but the very stringency of the finances should warn the Government so to expend money in the relief of distress as to achieve some permanent good for the country which may be accepted as a fair compensation for an unwelcome and untimely but unavoidable outlay.

Regarded not only as a relief work, but also as an undertaking affecting the eventual well-being of the Presidency Town, the Junction Canal project has not much to commend it. For two and twenty years has the proposal to effect the union of the canals been before the Madras Government. The expenditure of time, ink, pens and paper in reporting upon it, has been enormous, but the more it has been looked at, the less has it been liked. To Lieutenant Chambers, R. E., belongs the honor of having prepared the first of many surveys and estimates for it. This officer was Superintendent in 1854 of the Sadras canal, and he proposed to carry the Junction from Sadras to the Adyar, through the compound of the house now occupied by Mr. Gujaputhe Row, and thence to Nungumbaukum and the Cooum. His estimate was rupees 2,68,000 exclusive of compensation for damage to property. Captian Collyer, R. E., followed with a modification of Lieutenant Chambers' proposal, in view to avoiding the destruction of valuable house property in Nungumbaukum, and suggestions were approved by Colonel Lawford, R. E., Captian Johnson, R. E., and Lieutenant Sankey, R. E. Three years slipped away; much was written; nothing done. In January 1857, however, Colonel Arthur Cotton, R E., by order of Government, reported upon the several proposals before them, and characteristically condemned them all. He urged that "whatever the cost may be, we ought to carry the canal where it is wanted," and with this truism as his motto, he proposed that the line of canal should pass through Pugh's gardens at the Adyar, through the fields and gardens east of Mowbray's road, through the compound of the house lately occupied by Mr. Orr, and now by Colonel Hands, on to Royapettah, passing the Club Chambers at Patter's gardens, through the Begum's grounds, across the Mount Road by Shaw's shop, and thence into the Cooum close to the Mahomedan burial-ground. He advocated a high level canal, 10 feet above mean sea level, provided with locks; and he proposed that water should be pumped into it by a steam engine as required. The estimated cost was rupees 2,93,000 including compensation for damage to property. The Government ordered the Water Supply Committee to report upon Colonel Cotton's Report; but a few days after the order was published, the Mutiny broke out, and the Committee delegated their duty in the matter to Mr. Kennedy, C. E. That gentleman then prepared plans and estimates in accordance with Colonel Cotton's suggestions, though he did himself not approve of the Colonel's high level idea, and was in favor of a sea level canal on the same line. Two years more passed; good deal more reporting went on, but no action wa taken.

Then Sir Charles Trevelyan appeared on the scene with the proverbial zeal of a new broom. To him the proposed Junction Canal commended itself as a work of a "beneficent and productive character" that was "calculated to mitigate the great and increasing dearness at the Presidency capital of firewood and all the other necessaries of life." His Excellency, in a Minute, stated that the work "ought to be undertaken without delay by the direct action of the Government." He pointed out that "upwards of 60 miles of canal on the north, and 40 miles on the south of Madras, have already been made by the Government, and the whole of this long line of navigation will be rendered more useful and remunerative by the construction of this connecting link which will be only 3 miles and 1,099 yards long." "It is not right that the State, that is the public, should lose the benefit of its large previous outlay for want of the small additional expenditure required to connect the existing lines of navigation on the north and south of Madras." Thereupon, the Government ordered Colonel Bell, their Chief Engineer, to prepare the necessary working plans and estimates for the projects referred to by the Governor "to be undertaken at the cost of the State, *viz.*, the Junction Canal between the Cooum and Adyar, and the canal from the Medical College at the south-east end of Black Town to the Light-house." And so urgent was Sir Charles Trevelyan, that Colonel Bell was directed to report without waiting for details, the probable amount which could "be expended on these works within the current official year." His Excellency requested the "general sanction" of the Government of India to an expenditure of a lac in the current year, "pending the submission of detailed estimates." The Supreme Government approved of the proposal, but owing to their want of authority to give sanction, referred it to the Home Government for orders. In January 1860, the detailed plans were submitted by Mr. Kennedy together with an estimate of rupees 3,59,300. The Government being of opinion that "this work does not yield in importance to any that could be proposed, and that measures ought to be adopted to secure its early commencement," approved of the plans, and entered the estimate in their Budget of 1860-61. But Sir Charles Wood, Secretary of State, did not share Sir Charles Trevelyan's enthusiasm about the work, for in February 1860 the former wrote:—

"I am not altogether convinced of the reality of the advantages expected to accrue from connecting the two canals, which enter Madras from the north and south. For the special purpose for which the canals were designed, *viz.*, that of bringing supplies to Madras, it is sufficient that they should terminate at convenient points within or near the town. A Junction Canal, uniting the terminal points, might be very serviceable to whatever through traffic is carried on between the districts lying immediately to the north and south of Madras, but there is nothing to show that any such traffic exists of sufficient importance to warrant an expenditure of three lacs of Rupees for its accommodation. As, however, your Government are unanimous in approving of the project, and as the Government of India also regard it as one which ought to be executed as soon as funds can be made available for it, I shall offer no obstacle to its adoption. It will be for you to determine whether the requisite funds can be spared from the amounts to be hereafter annually placed at your disposal for expenditure on Public Works."

The ardour of the Madras Government was not, however, damped by this judicious expression of doubt, but Mr. Kennedy was ordered to commence operations, and with the sanction of the Government of India, rupees 1,50,000 were placed at his disposal for the purpose. That gentleman thereupon began to mark out the route and to clear the line, when some one suggested another trace nearer the sea; and the Government ordered Mr. Kennedy to pause while they set to work talking about the rival projects. Their Chief Engineer, Colonel Horsley, R.E., reported most unfavourably upon the suggested coast line; but the Government were by no means satisfied. But they paid that officer the very poor compliment of calling his report a "very summary one." At the same time they gave a cuff to Mr. Kennedy "whose estimate for the purchase of the land by the route proposed by him is much understated;" and they concluded a waspish Order by stating that "the Chief Engineer is accordingly requested to have the examination made by a competent officer, whose report should be laid before Government, accompanied by any remarks which Colonel Horsley, on further consideration of the subject may wish to offer." Dr. Dopping, C. E., was now called in, and he prepared fresh plans, and a fresh estimate (Rs. 4,36,975) for the inland line. Colonel Horsley forwarded this estimate, and in a review of it cut down the cost to Rs. 3,86,000, and calculated the expense of the alternative coast line at Rs. 5,00,000. The papers were then referred to Colonel Rundall, R. E., who drew up an elaborate history of the whole subject, and gave his adhesion to the inland line. But as all the "doctors differed," Sir William Denison, R. E., the new Governor, who had just arrived, ordered the papers to "lie over."

A month afterwards His Excellency took the matter in hand, and returned to the proposal made in 1856 by Lieutenant Chambers, chiefly with a view to the water supply of Madras. In June 1862, the Government returned to the attack, adopted a scheme for a high level fresh water canal, and ordered Mr. Kennedy to prepare plans and estimates. The order was Denisonian, and, according to Mr. W. Fraser, C. E., "a grave misconception pervades the whole." Mr. Kennedy thereupon reverted to Colonel Cotton's plans, supplemented by a scheme for filling the Mylapore and Nungumbaukum tanks, and estimated the cost at Rs. 7,50,000. But the Government passed no order on the subject, and the question remained in abeyance until January 1864, when the Government of India inquired what were the obstacles that prevented "the carrying out of the sanctioned extension from the Adyar to the Cooum." Another period of inaction now ensued, until March 1865, when Mr. Fraser, was appointed Superintendent of the East Coast Canal, and was directed to consider the construction of a high level fresh water canal from the Adyar to the Cooum in connection with the water works and other projects. Nothing seems to have been done until "the approach of the famine of 1866," when, according to Mr. Fraser's account, "the preparation of the plans of the Junction Canal was hastened for the purpose of supplying unskilled labour for the people who were expected to crowd into Madras." But "*it was subsequently considered that unless an ample supply of fresh water could be obtained, the canal would be a nuisance*, and the preparation of the plans was ordered to be suspended."

This was ten years ago. Again, famine approaches. Again, is the Junction Canal thought of for "purpose of supplying unskilled labour for the people who crowd into Madras"; and on the 29th ultimo, the present Government ordered "the District Engineer to take immediate measures for undertaking the opening of the canal as a Famine Relief Work." We learn that:—"The line to be opened is that accurately described in paragraph 4 of Mr. Fraser's Report, recorded with Government Order No. 1585 of 1st July 1870. But it is determined that it shall be straightened through the Chepauk Park, but so that its central line shall not be nearer the front of the Revenue Board Office than 40 yards. This section will be laid out, without delay, for inspection and final approval. Commencement will also be made at once with laying out the line of canal from the Adyar end; and it will be surveyed and levelled accurately; and schedules of the land required to be taken up prepared without delay so as to admit of the Collector taking the necessary means for valuing and acquiring it. The canal will be laid out for a bottom width of 20 feet, and depth of 4½ feet below mean sea level, and slopes of 2 to 1; 10 feet span will suffice for all overbridges."

Mr. Fraser's estimate was Rs. 5,02,377; he stated in his report that the "articles of produce" conveyed by the Sadras canal are "principally firewood, dressed and undressed stone, rice, cocoanuts, palm leaves, &c." That is all. His line leaves the Adyar river, opposite the outlet of the Sadras canal, is carried through Pugh's garden, thence to Yellapathamada Covil road, across Luz Church road, near the house now occupied by Mr. Maude, thence to the Mylapore road, Barber's Bridge road, through Kistnampet, across the Ice House road, past the west side of the Hindoo burying ground, across the Triplicane drain, across Pycroft's road and through Chepauk and Government House Parks into the Cooum.

Lord Napier, in a Minute of the 25th May 1866, gave a lukewarm support to the project, which he says had been strongly recommended to his attention by his predecessor in office. He was constrained to state that notwithstanding the great accumulation of papers on the subject, "we know what sort of a canal it should be; we know how it should run; and we know that it will cost five lacs;" but "we still require to know whether it ought to be undertaken, and how it is to be paid for." The proposed canal "is a project in which the Government is in some degree directly interested with reference to the transport of Salt, and to the supply of various public establishments with certain commodities." But his Lordship considered that as the interest of the work is undoubtedly local, it is a Municipal as well as an Imperial one, and, therefore, that "before embodying any definite judgment on the project, the Government ought to take the opinion of the Municipal Commission and of the public." Accordingly,—and we beg the particular attention of the Duke of Buckingham to this point—"I propose," said Lord Napier, "that the papers now before Government on this question be communicated to the Municipal Commission, and the Chamber of Commerce, and that they be laid on the Editor's Table." His Lordship's suggestion was acted upon. The Municipal Commissioners refrained from expressing any opinion as to whether the advantages that the canal would afford, compared with the outlay and the inconvenience it would cause, were such as to render the execution of the work desirable, but they represented that the Municipality was not in a position to contribute to the undertaking. The Government profited by the objections raised, and, on the 27th February 1871 recorded that the "project having now been fairly examined, and submitted to the judgment of those most directly interested, and their opinion being adverse, it must be abandoned for the present. The information which has been collected will doubtless be of use should the subject be hereafter revived under more favourable auspices."

It has now been revived under the auspices of the Duke of Buckingham, but the project has not been re-submitted to the judgment of "those most directly interested." We are, however, in a position to affirm that the project is disapproved by Engineers, by Sanitary Officers, by House-owners, and by many who have given a dispassionate attention to the subject. The chief objection to the canal is now, just as much as it was six years ago, that "it will eventually lapse into the *cloaca maxima* of the southern, as the Cooum already is of the central part of the town." It will, in short, confer upon Triplicane, Mylapore, the Luz, and Adyar the questionable blessing of having a minor Cooum not running through but in their midst. It will possibly be useful in bringing a few cocoanuts and cadjans, and some firewood to market, but if 25 per cent. be added to the estimate, the outlay will represent an annual charge at only 5 per cent. of Rs 2,600 per mensem in perpetuity, exclusive of the charge for maintenance and cleansing. Since the scheme was started this city has been placed in communication with the north, north-west and west by means of the Madras Railway, and with the south and south-west by the South India line. The town is no longer land-locked, and it has yet to discover the need of a junction between its northern and southern canals. No trade ever will pass from the northern canal into the southern, or *vice versâ*; and no passenger traffic worth a moment's consideration can be counted upon. Commercially the proposed Junction Canal will be valueless; and if it cannot be shewn that it will "pay" it ought not to be undertaken. But, when we view it as what it is sure to become, a filthy stagnant sewer, passing through some of the poorest and most crowded quarters of the town, we are entitled to ask the Government to reconsider their present resolution, which amounts simply to this, that an abiding mischief will be done to the town in order that temporary employment may be found for starved-out ryots. Necessity, it is said, has no law; but ere the present Government rush in where seven previous Administrations have refused to tread, we would beg them to take heed lest, by discounting the future to secure a momentary relief, they render the last state of this town worse than the first!

APPENDIX D.

17th May 1896.

A public meeting of the citizens and landholders of the 8th Municipal Division was held yesterday at 7 A. M., at the Athenæum Hall, Mylapore, for the purpose of considering the inconveniences and discomforts caused by the Buckingham canal and for taking action to remedy them. There was a fairly large gathering and the Hon'ble Mr. V. Bhashyam Iyengar, C. I. E., was in the chair.

Mr. T. R. Ramanadha Iyer, after reading the notice convening the meeting, spoke in Tamil in regard to the history of the Canal. He said that the junction Canal was undertaken in 1876 as a famine relief work, at a cost of 20 lakhs of rupees. Before the days of this junction, the Sadras Cannal ended at the Adyar in the South and the Cochrane Canal in the North stopped at the Central Station. In those days the Government had the salt trade in its hands. The salt brought to the Adyar could not be sent to the Salt Cotaurs. But owing to a change in the policy of Government now there was no more necessity for bringing salt from one place to another. In 1866 an attempt had been made to connect the South and North Canals by means of the present junction Canal; but owing to the strong protest of the residents of Mylapore the attempt had been abandoned. When in 1876 the attempt was made again by the Duke of Buckingham the people of Mylapore strongly protested against it. The Madras Municipality was also unanimously against it and forwarded this unanimous Resolution to the Government:—"That the Commissioners desire with all deference to the Government to state their decided opinion that the proposal to form a Canal between the Adyar and Cooum rivers as a Famine Relief Work is, in the highly insanitary condition of the city at present, a most hazardous and an inexpedient project, and they would earnestly urge its being finally abandoned." When a deputation waited upon the Duke of Buckingham he said that he would undertake to give them the assurance that their well-waters would not be spoiled. The speaker then proceeded to give instances in which owing to the percolation of the Canal water into the wells and lands, the lands had ceased to yield any crop, and had greatly deteriorated in value. The Canal was not a source of profit to the Government. It had been classed under non-remunerative works. Annually three lakhs of rupees were spent on establishment and only Rs. 70,000 was the income out of it. No salt, either Government or private, was now carried by means of the Canal.

Mr. V. C. Desika Chariar, B. A. B. L., spoke of the Canal as a source of ill-health to the people. Even though the pipe system had been introduced, some people, out of religious or some other objection continued to use well-water. Before the opening of the Canal there was not a single case of elephantiasis in Mylapore but now it had become very prevalent. Triplicane and Chintadripet sewage was diverted into the Buckingham Canal through the connection with the Cooum. Owing to the absence of running drains in Mylapore sewage in that neighbourhood was also let into the Canal. Wells sunk recently became brackish owing to the percolation from the Canal. The Hon'ble Mr. Bhashyam Iyengar some years ago had bought a piece of land for gardening. When it was bought, it was solely because it was a good land. But now no crop of any sort could be raised on it in spite of the lavish expenditure on its improvement. This was due to the presence of the Canal near the land. At the time the Canal was opened, all except the Government, were opposed to it. The question of the opening of this junction Canal had been considered on four occasions previous to the Duke of Buckingham's time, and on each of those occasions it had to be given up on account of the impracticability and uselessness of the scheme. In reply to the petition protesting against the opening of the junction the Duke of Buckingham's Government said:—"The petitioners may rest assured that every precaution will be taken for providing that sewage shall not enter into the Canal, but shall be diverted into the natural drainages which now receive it, and which will be carried under the Canal. The irrigation supply from the Mylapore or other tanks where intercepted by it will also be carefully provided for, and preventive measures will be taken against the water-supply or level of their wells being affected by the Canal.

The alternative route suggested by the petitioners was fully considered some years since, as well as some other suggested lines, and was thrown out on professional grounds—which decision the recent consideration confirms." Both these promises remained unfulfilled. The Canal was not used for any useful purpose, and the following remark which the *Madras Mail* made then in an article on the history and value of the junction Canal had only become too true :—"It will, in short, confer upon Triplicane, Mylapore, the Luz and Adyar the questionable blessing of having a minor Cooum not running through, but in their midst. It will possibly be useful in bringing a few cocoanuts and cadjans, and some firewood to market, but if 25 per cent. be added to the estimate, the outlay will represent an annual charge at only 5 per cent. of Rs. 2,600 per mensem in perpetuity, exclusive of the charge for maintenence and cleansing." Even the then Secretary of State to whom our appeal had been made was not convinced of the usefulness of the undertaking, but, in agreeing reluctantly with this Government, remarked as follows :—"I am not altogether convinced of the reality of the advantages expected to accrue from connecting the two canals, which enter Madras from the North and South. For the special purpose for which the Canals were designed, *viz.*, that of bringing supplies to Madras, it is sufficient that they should terminate at convenient points within or near the town. A junction Canal, uniting the terminal points, might be very serviceable to whatever through traffic is carried on between the Districts lying immediately to the North and South of Madras, but there is nothing to show that any such traffic exists of sufficient importance to warrant an expenditure of three laks of Rupees for its accommodation. As, however, your Government are unanimous in approving of the project, and as the Government of India also regard it as one which ought to be executed as soon as funds can be made available for it, I shall offer no obstacle to its adoption It will be for you to determine whether the requisite funds can be spared from the amounts to be hereafter annually placed at your disposal for expenditure on Public Works." Mr. Desika Chari then moved "That in the opinion of this meeting it is necessary to take action and move the Government of Madras earnestly praying to close up what is known as the Buckingham Canal, being the junction Canal between the Adyar and the Barbers' bridge, as being injurious both to the health of the Mylapore public and to the cultivation of the extensive garden lands situate within a radius of two furlongs on either side of it by the brackish water of the Canal percolating into wells in the houses and in the gardens."

Mr. M. Saminadha Moodelly seconded the Resolution which was put to the meeting and carried.

Mr. C. Sambiah Chetty next proposed. "That the following gentlemen do form a Committee with power to add to their number, for collecting the necessary information and for submitting a Memorial to Government setting forth all the grievances :—The Hon'ble V. Bhashyam Iyengar, P. Chentsal Rao, Dewan Bahadur R. Raghunatha Rao, T. Murugesa Moodelliar, T. R. Ramanadha Iyer, P. Iyasawmy Moodelliar, T. Ramachendra Rao, M. N. Narayanasawmy Moodeliar, C. Sambiah Chetty, Rai Bahadur V. Krishnama Chariar, T. Parthasarathy Iyengrr, V. Krishnasawmy Iyer, V C. Desika Chariar, M. Swaminatha Moodeliar, (Secretary). Carried.

The meeting terminated with a vote of thanks to the Chairman.

* * *

G. RAMASAWMY CHETTY AND CO., PRINTERS, MADRAS.

1063W

To

His Excellency

Sir A. E. Havelock, G. C. M. G., G. C. I. E.,

Governor in Council,

Fort St. George.

The humble Memorial of the Inhabitants
of Mylapore, a suburb of Madras.

We most respectfully beg to approach your Excellency in Council with our humble prayer for the removal of the grievance which the excavation, through the heart of Mylapore, of what is known as the Junction Canal has caused to us.

2. As was distinctly predicted by those competent to form a correct opinion of its probable effects, this work has seriously affected our water supply for both irrigation and domestic purposes, and our health and our property have suffered in consequence.

3. This canal which connects the river Adyar at the south end of the town with the Cooum in the Government House compound, draws no fresh water, but holds only salt water intermixed with sewage in a state of stagnation and decomposition emitting noxious effluvia. From its low level the canal draws off the fresh water springs from a considerable number of our wells, and the latter consequently run dry during the dry season; while, during the rainy season, when the level of water in the canal rises, they draw its foul water through underground percolation.

4. But it is not merely water supply but also the subsoil that is thus affected. There has been a marked deterioration in the yield of our plantations, and in many cases what were fine cocoa-nut, betel and plantain gardens now scarcely give any crop.

5. The contamination of water and soil as above described is of course restricted to a certain area on either side of the canal; but it is within this limited area that a considerable portion of the valuable house and landed property in this suburb is situated.

6. Furthermore, the irrigation from the Mylapore tank on which the cultivation of paddy lands in this suburb depends, is likewise affected by the sluices which have been provided for its passage across the canal being often out of order and leaky.

7. We submit herewith a statement (Appendix A) shewing the income derived from our garden and paddy lands in the shape of rent before and subsequent to the excavation of this Junction Canal. From this it will be seen that, while the total rental of these properties before amounted to Rs. 6,923, it is now only Rs. 944. The difference, viz., Rs. 5,979, constitutes our loss in so far only as it is capable of being estimated in money; but there is loss not capable of being so estimated; for, no account is kept of the produce used for domestic consumption of kitchen and flower gardens and fruit trees attached to houses, which are not leased out.

8. No doubt, so far as domestic requirements are concerned, the supply of Red Hills water recently introduced may be said to supersede the need for wells; but very few householders have service pipes sufficiently near their dwellings to command the use of Red Hills water for all domestic purposes; the bulk of the population is necessarily to a great extent dependent on its wells. It is moreover to be observed, that water collected in a superficial reservoir and sent down over a considerable distance partly through an open channel and partly through underground pipes can hardly be regarded so pure and wholesome as spring water drawn afresh from wells. Its wells were the boast of Mylapore; many of the well-to-do residents of the other divisions of the city used to obtain their drinking water

from them; and it is a well known fact that the family of the Nabob of the Carnatic was doing so; indeed Mylapore in days gone by enjoyed the reputation of being the healthiest of the native suburbs of Madras. All this has become changed since the excavation of this canal. In this suburb, sickness due to impure air and impure water was almost unknown; one scarcely ever met with a case of elephantiasis; now this disease has become a conspicuous feature of this locality.

9. Another inconvenience to which the population of Mylapore is subjected by this canal, is that it drains the large temple tank situated in the center of the suburb, which, with the temple on one side and the regular lines of houses on the other three sides, presents a picturesque view. The result is that the depth of water that remains in the tank is insufficient for the celebration of the annual floating festival, as also for the people to have their usual daily baths.

10. The ill-effects which have ensued by the excavation of this work were not unforeseen; they were fully represented by us and by the City corporation before it was put in hand. We beg to crave the attention of your Excellency in Council to the report of the meeting held by the Municipal Commissioners (Appendix B), in which was recorded their resolution to submit to Government their "decided opinion" that the proposed Junction Canal was "a most hazardous and inexpedient project." As will be seen from this report, one of the Commissioners, the Rev. Dr. Strachan, remarked that, if this work were carried out, "the fresh water wells in Mylapore would become quite brackish" and that the "Canal would be a pestilential incubus upon the health of the residents of Mylapore." Another Commissioner, Mr. Krishnama Chariar, observed that it would become "a second Cooum." The President, Mr. L. Burrows, recorded his opinion, that the objections urged by the inhabitants of Mylapore in an influential petition to Government were well grounded, and that "the work would be a deleterious one." After what we have said, it is unnecessary to add that our experience of the twenty years which have elapsed since the work was executed bears out these predictions.

11. Our protest elicited from Government in their Order, dated 18th December 1876, No. 3461, an assurance that "every precaution will be taken for providing that sewage shall not enter into the canal, but shall be diverted into the natural drainages which now receive it, and which will be carried under the canal." The Order also assured us, that our "irrigation supply from the Mylapore tank, where intercepted by it, will also be provided for," and that "preventive measures will be taken against the water supply or level of our wells being affected by the canal." We beg with the greatest respect to state, that these assurances have, if at all, been but very imperfectly given effect to. The canal through its connection with the Cooum does receive an admixture of the sewage of Chintadripet and Triplicane, which drains into the latter. It has also become the receptacle to a certain extent of the drains of Mylapore itself. The irrigation supply to our agricultural lands intercepted by the canal is, as we have ventured to state, but inadequately ensured. As for the promised preventive measures against the water supply or level of our wells being affected, we are totally unaware that any such have been taken.

12. If any substantial benefit to the country at large shall have accrued from this work, we would accept the resulting injury to our health and our property as a necessary and unavoidable evil; but we feel sure that careful enquiries will convince your Excellency in Council, that such is far from being the case. We here most respectfully take leave to crave attention to the history of this work given in an issue of the Madras Mail at the time the project was decided upon. (Appendix C).

13. The Government had this Junction Canal project before them for twenty-two years before it was eventually carried out as a Famine Relief work in 1876-77, and during this period it was discussed in all its varied phases as to its feasibility from the Engineering point of view; but it no where appears that it was shown from actual statistics that it would prove to be to any considerable extent a work of practical utility to the public.

14. The project was no doubt urged forward on general grounds in 1860. It appeared to the then Governor, Sir Charles Trevelyan, that it was "calculated to mitigate the great and increasing dearness at the Presidency Capital of firewood and all the other necessaries of life," and to be on that account a work of a "beneficent and productive character." But it does not seem to have been considered what quantities of firewood and other necessaries of life entered the Presidency Capital by the Southern Canal at its southern limit and to what extent they would be cheapened by their carriage by water, instead of, by road, from that point to where this Junction Canal meets the Cooum—a distance of 3 miles and 1,099 yards. It is to be observed, that the northern Canal terminates in the heart of the town, and that the object, therefore, could not have been to facilitate the traffic which entered the town from the north. It was not stated that the Junction Canal would facilitate traffic between the districts on the south and north of the Presidency town. The fact was, there was no such traffic, and the object was only to cheapen supplies of provisions to the Presidency town. At this day, traffic crossing the Presidency town from the north or south is literally *nil*.

15. When the project was submitted for the sanction of the Home Government, the Secretary of State, Sir Charles Wood, observed:—"I am not altogether convinced of the reality of the advantages expected to accrue from connecting the two canals which enter Madras from the north and south. For the special purpose for which the canals were designed, *viz.*, that of bringing supplies to Madras, it is sufficient that they should terminate at convenient points within or near the town. A Junction Canal uniting the terminal points might be very serviceable to whatever through traffic is carried on between the districts lying immediately to the north and south of Madras; but there is nothing to show that any such traffic exists of sufficient importance to warrant an expenditure of three lakhs of Rupees for its accommodation. As, however, your Government are unanimous in approving of the project, and as the Government of India also regard it as one which ought to be executed as soon as funds can be made available for it, I shall offer no obstacle to its adoption."

16. Although the Secretary of State thus gave a reluctant consent, it was not found practicable to put the work into execution. Doubts and difficulties arose in regard to its alignment, and in the course of the discussion which ensued, it was discovered that "unless an ample supply of fresh water could be obtained (this has presumably since been found to be impracticable), the Canal would be a nuisance."

17. In 1866, Lord Napier, the then Governor observed:—"We know what sort of a canal it should be; we know how it should run; and we know that it will cost five lakhs (it has, we understand, actually cost over 7 lakhs): but we still require to know whether it ought to be undertaken and how it is to be paid for." Eventually, all further action on the project was indefinitely suspended, and the Government, in their Order dated 27th February 1871, recorded their final decision that "the project having now been fairly examined and submitted to the judgment of those most directly interested and their opinion being adverse, it must be abandoned for the present."

18. The project was a few years after resuscitated during the days of the Duke of Buckingham, when the famine of 1876-77 rendered it necessary to look about for a large undertaking that would provide employment to the people that flocked in considerable numbers into the city in quest of food, and the strong-willed Duke with his characteristic promptitude came to the decision, that it should at once be carried out. It was accordingly carried out as a Famine Relief work in the face of the strong protest of those whose interests were materially affected and the adverse opinion of the Sanitary and Engineering Officers of Government. The project, it is clear, was not decided upon on its own merits, and it is extremely doubtful whether it would have at all been thought of but for the famine.

19. Upon the order of the Government on our protest, referred to in para 11 *supra*, we at the beginning of 1877 submitted an appeal to the then Secretary of State, The Right Honorable Marquis of Salisbury, and we presume that some communication passed between His Lordship and the Madras Government thereon; but we have no knowledge of its purport.

20. We have shown that the utmost that was expected of this Junction Canal was the cheapening of the traffic that entered the Presidency town from the south to the extent to which it was likely to be cheapened by the substitution of water carriage for the town road over a distance of 3 miles and 1,099 yards. But if there ever was any particular necessity to facilitate the traffic to this limited extent, it has to a great extent been removed by the subsequent completion of the South Indian Railway.

21. We have no means of ascertaining exactly the amount of traffic that passes through the Junction Canal; but we understand that the tonnage of the traffic on the whole line south of Madras at present is about $\frac{1}{10}$ of the total tonnage of traffic on the entire line of the canal including the southern and northern sections, and that it consists chiefly of firewood, cocoanuts and cocoanut and palmyra leaves. It is to be observed that this comparatively very small amount of traffic on the southern section of the canal cannot be taken to have all developed from its junction with the northern section; the traffic already existed and any increase that may have taken place in it from the excavation of the Junction Canal can be no adequate set-off against the loss it has caused to us. It is a fact that firewood and other miscellaneous provisions continue to come from outlying villages on the south in bullock carts and on heads of coolies by road.

22. Neither do we know the amount of revenue the Government derive in the shape of tolls, wharfage and boat-license fees from the southern canal, and the proportion thereof due to the Junction Canal; but we believe we are not far wrong in assuming that the latter, after deducting the proportionate cost of maintenance, including establishment and repairs, is insignificant; at any rate, it must fall considerably short of our loss of income from gardens and other lands, from the Junction Canal, so far as it is capable of being determined by money-value, *vide* para 7 *supra*.

23. We understand that one object the Government had particularly in view when the project of the southern section of the canal was undertaken, was the provision of water carriage for salt from the monopoly factory at Covelong about 15 miles south from the Adyar to the Government Depot at Madras. But the manufacture of salt on Government account at Covelong has ceased now for many years, and such private manufacture on excise licenses as was being carried on latterly has likewise ceased for the last two or three years, so that what small quantities of this commodity still continue to come to Madras by the canal from the south are from the old stocks remaining unsold at that factory. The fact apparently is that the wants of the Presidency town are abundantly met by increased manufacture in northern factories. As respects the three salt manufacturing stations on the coast line further south within a distance of 66 miles from Madras, *viz.*, Cheyur, Chunampet and Merkanam, the salt made at the first two goes southward and westward by the South Indian Railway and that made at the last station, situated furthest, is supplied to the French Settlement at Pondicherry. Covelong is thus the only factory on the south from which any salt can possibly come to Madras; but under the present altered conditions of trade with expanded railway system, any salt that is likely to come to Madras from that factory, in case private manufacture at it is resumed, must be very small.

24. We say nothing of the enormous amount of money which the construction of this small slip of waterway has caused the state; but it is a matter now for the serious consideration of Government whether the advantages derived from it are at all commensurate with the cost which its maintenance entails.

25. In conclusion, our humble prayer is, that your Excellency in Council will be graciously pleased to direct enquiries to be made as to the extent to which the Junction Canal is actually used and the extent to which it has injuriously affected us, and if satisfied that we have a substantial grievance and that the canal is of no appreciable benefit to the state or to the general public, your Excellency in Council will order it to be closed. This measure need not entail any cost on Government; on the contrary it is certain to bring in a profit as a set-off to a certain extent against the loss of the immense amount that has been expended on the acquisition of land for this work. The canal may be divided into convenient building lots and sold by public auction on the condition that the purchasers are to fill them in at their own expense within a given time. As the canal passes for the most part through portions of the town where building sites are greatly in request, the lots will be readily purchased. The prices obtained for them will be the ultimate value of the lots when reclaimed and formed into house or garden sites, minus the cost involved in filling in and levelling them. The amount which the Government realise by this measure will, considering the rush there is certain to be for the lots, be by no means small.

26. We submit herewith a copy of the resolution (Appendix D) passed at a meeting of our body with the Honorable V. Bhashyam Iyengar in the Chair, in accordance with which this humble memorial is most respectfully submitted for the favorable consideration and orders of Your Excellency in Council.

APPENDIX A.

Statement showing the probable loss of income from gardens and paddy lands in Mylapore from the Junction Canal.

Serial No.	Name of the property.	Extent of Land.	No. of wells in each property.	No. of Ponds.	Amount of rent realised before the cutting of the Junction Canal.			Amount of rent now realised.			Difference or Loss.		
		Cawnies.			RS.	A.	P.	RS.	A.	P.	RS.	A.	P
1	Pandarasanadi Land	1½	1	...	70	0	0	20	0	0	50	0	0
2	Pallakumaniam	9	3	1	400	0	0	100	0	0	300	0	0
3	Sri Kabaliswarar flower garden	2	1	...	60	0	0	...	...	...	60	0	0
4	Parangi Pattadai	3	1	...	100	0	0	...	...	...	100	0	0
5	Desikar Parangi Pattadai	5	2	...	175	0	0	10	0	0	165	0	0
6	Balakrishna Parangi Pattadai	1½	0	..	50	0	0	...	...	...	50	0	0
7	Janika Raman Thotam, Municipality	6	2	1	70	0	0	...	...	...	70	0	0
8	Tholukachi Thotam	3	1	...	70	0	0	10	0	0	60	0	0
9	Balakrishna Bangalow and garden	2	2	...	20	0	0	...	...	...	20	0	0
10	Soldar Pattadai	5	2	...	175	0	0	...	...	...	175	0	0
11	Madura Pulam	4	3	...	120	0	0	35	0	0	85	0	0
12	Etti Pattarai	2½	2	...	90	0	0	20	0	0	70	0	0
13	Andi Maniam	5	1	...	140	0	0	...	...	...	140	0	0
14	Patti Pulam	1½	2	...	40	0	0	...	...	...	40	0	0
15	Paranathalai	1	1	...	35	0	0	...	...	...	35	0	0
16	Sri Desikar Maniam	2	1	...	56	0	0	...	...	...	56	0	0
17	Motachi Pattarai	5	2	...	175	0	0	...	...	...	175	0	0
18	Sepan Pattadai	10	4	...	350	0	0	...	...	...	350	0	0
19	Thotakadu Medu, night soil Depot	2½	...	...	...	...	...	...	...	...	...	...	...
20	Balakrishna Mudaliar garden	6	2	...	120	0	0	...	...	...	120	0	0
21	Kodamaniam	1	1	...	35	0	0	...	...	...	35	0	0
22	Tambiappan Pattadai	14	4	...	300	0	0	...	...	...	300	0	0
23	Do.												
24	Do.												
25	Do.												
26	Bangalow Thotam	3	2	...	70	0	0	...	...	...	70	0	0
27	Odai	2	...	...	20	0	0	...	...	...	20	0	0
28	Valliswarar Thotam	5	2	...	100	0	0	60	0	0	40	0	0
29	Thotam, Rangachari	2½	1	...	70	0	0	...	...	...	70	0	0
30	Vasanthi Pattadai	5	2	...	140	0	0	60	0	0	80	0	0
31	Thotam Vethappen	5	1	...	140	0	0	60	0	0	80	0	0
32	Garden, Ramachendra Row	2	1	...	35	0	0	...	...	...	35	0	0
33	Valluvan Pattadai	1½	...	...	35	0	0	...	...	...	35	0	0
34	Garden (Velliswarar)	1	1	...	20	0	0	...	...	...	20	0	0
35	Labbai Thotam	12	4	1	350	0	0	100	0	0	250	0	0
36	Eluppa Thoppu	2½	1	...	100	0	0	...	...	...	100	0	0
37	Kabaliswarar Garden	2½	1	...	35	0	0	...	...	...	35	0	0
38	Do. Bangalow	10	2	2	35	0	0	...	...	...	35	0	0
39	Manam Patrai	9	3	...	250	0	0	100	0	0	150	0	0
40	Kallikattai Land	2	...	...	40	0	0	20	0	0	20	0	0
41	Elupa Thopu	2½	1	...	80	0	0	...	...	...	80	0	0
42	Valluvan Pattadi	3	2	...	90	0	0	...	...	...	90	0	0
43	Kalli Pattadai	2	1	...	60	0	0	20	0	0	40	0	0
44	Panjanga Maniam	1½	1	...	45	0	0	20	0	0	25	0	0
45	Sachithananda Mudaly garden	2½	1	...	70	0	0	40	0	0	30	0	0
46	Tambiappan Pattadai	¾	...	...	18	0	0	10	0	0	8	0	0
47	Kasavaperumal Land	¼	...	...	10	0	0	4	0	0	6	0	0
48	Sathan Pattadai	20	4	1	420	0	0	...	...	...	420	0	0
49	Thambiappan Land	7	2	...	180	0	0	70	0	0	110	0	0
50	Patti Pulam	2½	2	...	70	0	0	...	...	...	70	0	0
	Carried over...	199½	73	6	5134	0	0	759	0	0	4375	0	0

Serial No.	Name of the property.	Extend of Land.	No. of wells in each property.	No. of Ponds.	Amount of rent realised before the cutting of the Junction Canal.			Amount of rent now realised.			Difference or Loss.		
		Cawnies.			RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
	Brought Forward...	199½	73	6	5134	0	0	759	0	0	4375	0	0
51	Amman Koil Thalai ...	2½	2	...	70	0	0	70	0	0	...	...	...
52 53	Arumaga Chary Thotam, night soil Depot	4½	2	...	140	0	0	100	0	0	40	0	0
54	Chunnambu Kalava ...	1½	1	...	14	0	0	...	...	...	14	0	0
55	Arthajama Thotam ...	2½	1	...	175	0	0	15	0	0	160	0	0
56	Kemal Thotam ...	4	1	...	140	0	0	...	...	...	140	0	0
57	Pilla Kollai ...	3	1	...	80	0	0	...	...	...	80	0	0
58	Poniah, Pilla Kolai ...	3	1	...	80	0	0	...	...	...	80	0	0
59	Samathi Pattadi ...	2½	1	...	100	0	0	...	...	...	100	0	0
60	Kaliva Modu ...	2	1	...	50	0	0	...	...	...	50	0	0
61	Iya Mudaliar Garden ...	3	1	...	80	0	0	...	...	...	80	0	0
62	Picha Pillai Pattadai ...	3½	1	1	105	0	0	...	...	...	105	0	0
63	Luxan Pattadai ...	3½	2	...	100	0	0	...	...	...	100	0	0
64	Soolai Pulam ...	1	1	...	35	0	0	...	...	...	35	0	0
65	Kanjivarthan Pattadai ...	2	1	...	70	0	0	...	...	...	70	0	0
66	Thevadia Maniam ...	1	1	...	35	0	0	...	...	...	35	0	0
67 68	Palla Pattadai, Hon'ble Bhashyam Iyengar ...	5	2	...	175	0	0	...	...	...	175	0	0
69	Do. Venkata Varadia Chettiar	3	2	...	105	0	0	...	...	...	105	0	0
70	Shaku Mastan garden	2½	1	...	60	0	0	...	...	...	60	0	0
71	Natu Subraya Mudaliar land ...	1	...	...	35	0	0	...	...	...	35	0	0
72	Kottai Koli ...	3	1	...	35	0	0	...	...	...	35	0	0
73	Do. (Vengdasubu Chetty) ...	2½	1	...	70	0	0	...	...	...	70	0	0
74	Rangian Thotam...	3	..	1	35	0	0	...	...	...	35	0	0
	TOTAL...	259	98	8	6923	0	0	944	0	0	5979	0	0

APPENDIX B.

THE MADRAS MUNICIPALITY.

A GENERAL MEETING of the Municipal Commissioners was held on Wednesday 20th December 1876 at twelve noon. There were present Mr. L. R. Burrows, Acting President, the Rev. Dr. Strachan, Mr. Vencatramiah Garu, Mr. Vanugopaul Charlu, Mr. Soomasoondrum Chettiar, Mr. B. Lovery, Mr. Rungiah Naidu, Colonel W. S. Drever, Mr. Theroovengada Moodelly, Mr. C. Grant, Mr. Krishnamah Charriar and Mr. J. Hamnett.

The sixth subject was an order of Government directing that the Junction Canal between the Adyar and Cooum rivers be commenced as a Famine Relief Work.

The President observed that as this was an important subject he would like to know if the Commissioners had anything to say respecting it.

The Rev. Dr. Strachan remarked that it would be pernicious and useless to carry out this work. The water was not fit for irrigation or domestic use, and if the proposition should be carried out, the fresh water wells in Mylapore would become quite brackish. It was therefore pernicious to open out a work which would do more harm than good. It was also a useless measure to undertake the work. If 10,000 persons were to be engaged on the work, the moment it is commenced some 40,000 thousands would come forward. In this over-crowded city where disease and pestilence were staring us in the face, he did not think it wise or prudent to proceed with the work. It was stated that the object of the work was to bring food into Madras. Dr. Strachan thought that this difficulty was overcome by the establishment of the South Indian Railway Company. The Canal would be a pestilential incubus upon the health of the residents of Mylapore, and it would be neither useful nor ornamental.

Colonel Drever in seconding Dr. Strachan remarked that cholera was rife now, and that between 40 and 50,000 persons were fed daily. It was wrong in principle to bring more down into Madras, and if this work was proceeded with, he thought that things would come to a worse crisis.

Mr. Krishnama Chariar also strongly deprecated the idea of opening out this work. If this work was carried out, he considered that Madras would have a second Cooum, and moreover he did not think that it would be a financial success.

Mr. Hamnett remarked that he did not think that the Commissioners should consider the financial point of the undertaking. Government no doubt, he said, must have obtained the advice of the proper officers on the subject, and they must also have had the opinion of the Sanitary Officer.

Mr. Burrows said that there was no doubt that the Sanitary Officers of Government must have given their views on the subject. The Commissioners would have been placed in a better position if the report of the Sanitary Officer was communicated to them. Viewing it from a non-professional stand-point, he considered that the work would be a deleterious one. An influential petition was forwarded to Government by the inhabitants of Mylapore, and he considered that their objections were well grounded. Mr. Burrows thought that the canal would be a bad thing for the town. It was then proposed by Rev. Dr. Strachan, seconded by Colonel Drever and carried:—

That the Commissioners desire with all deference to the Government to state their decided opinion that the proposal to form a canal between the Adyar and Cooum rivers as a Famine Relief Work, is, in the highly insanitary condition of the city at present, a most hazardous and inexpedient project, and they would earnestly urge its being finally abandoned.

APPENDIX C.

HISTORY AND VALUE OF THE JUNCTION CANAL,

(As given in the Madras Mail when the cutting of the Junction Canal was decided upon).

We have ascertained that the sudden resolution of the Madras Government to commence, and carry sharply through, a canal of about four miles in length to join the Sadras and Cochrane canals is not regarded with approval by officers of the Department of Public Works. The pressing necessity of finding work for the thousands of people who are friendless, homeless, and starving in the town, is denied by nobody; but the work which has been selected by the Government for their relief, will not, it is apprehended, yield any fair return in any shape to the State. We have repeatedly had occasion to urge that the Government should not be so appalled by the trying circumstances of the moment, as to lose sight of the importance of obtaining some valuable result by their violation, under dire compulsion, of the maxims of politico-economy. In all probability the distress resulting from failure of crops will come to an end in six or seven months at the latest, and it is a matter of the first importance that when the cost of combating famine is totalled, we may, with some degree of complacency, regard the creation by famine expenditure of works likely to contribute to the well-being of the country at large. The recent revelation by the Government of India of the critical state of the Imperial finances, and the warlike outlook in Europe and Central Asia, prove that the present is a singularly unfortunate time for the occurrence of famine; but the very stringency of the finances should warn the Government so to expend money in the relief of distress as to achieve some permanent good for the country which may be accepted as a fair compensation for an unwelcome and untimely but unavoidable outlay.

Regarded not only as a relief work, but also as an undertaking affecting the eventual well-being of the Presidency Town, the Junction Canal project has not much to commend it. For two and twenty years has the proposal to effect the union of the canals been before the Madras Government. The expenditure of time, ink, pens and paper in reporting upon it, has been enormous, but the more it has been looked at, the less has it been liked. To Lieutenant Chambers, R. E., belongs the honor of having prepared the first of many surveys and estimates for it. This officer was Superintendent in 1854 of the Sadras canal, and he proposed to carry the Junction from Sadras to the Adyar, through the compound of the house now occupied by Mr. Gujaputhe Row, and thence to Nungumbaukum and the Cooum. His estimate was rupees 2,68,000 exclusive of compensation for damage to property. Captian Collyer, R. E., followed with a modification of Lieutenant Chambers' proposal, in view to avoiding the destruction of valuable house property in Nungumbaukum, and suggestions were approved by Colonel Lawford, R. E., Captian Johnson, R. E., and Lieutenant Sankey, R. E. Three years slipped away; much was written; nothing done. In January 1857, however, Colonel Arthur Cotton, R E., by order of Government, reported upon the several proposals before them, and characteristically condemned them all. He urged that "whatever the cost may be, we ought to carry the canal where it is wanted," and with this truism as his motto, he proposed that the line of canal should pass through Pugh's gardens at the Adyar, through the fields and gardens east of Mowbray's road, through the compound of the house lately occupied by Mr. Orr, and now by Colonel Hands, on to Royapettah, passing the Club Chambers at Patter's gardens, through the Begum's grounds, across the Mount Road by Shaw's shop, and thence into the Cooum close to the Mahomedan burial-ground. He advocated a high level canal, 10 feet above mean sea level, provided with locks; and he proposed that water should be pumped into it by a steam engine as required. The estimated cost was rupees 2,93,000 including compensation for damage to property. The Government ordered the Water Supply Committee to report upon Colonel Cotton's Report; but a few days after the order was published, the Mutiny broke out, and the Committee delegated their duty in the matter to Mr. Kennedy, C. E. That gentleman then prepared plans and estimates in accordance with Colonel Cotton's suggestions, though he did himself not approve of the Colonel's high level idea, and was in favor of a sea level canal on the same line. Two years more passed; good deal more reporting went on, but no action wa taken.

Then Sir Charles Trevelyan appeared on the scene with the proverbial zeal of a new broom. To him the proposed Junction Canal commended itself as a work of a "beneficent and productive character" that was "calculated to mitigate the great and increasing dearness at the Presidency capital of firewood and all the other necessaries of life." His Excellency, in a Minute, stated that the work "ought to be undertaken without delay by the direct action of the Government." He pointed out that "upwards of 60 miles of canal on the north, and 40 miles on the south of Madras, have already been made by the Government, and the whole of this long line of navigation will be rendered more useful and remunerative by the construction of this connecting link which will be only 3 miles and 1,099 yards long." "It is not right that the State, that is the public, should lose the benefit of its large previous outlay for want of the small additional expenditure required to connect the existing lines of navigation on the north and south of Madras." Thereupon, the Government ordered Colonel Bell, their Chief Engineer, to prepare the necessary working plans and estimates for the projects referred to by the Governor "to be undertaken at the cost of the State, *viz.*, the Junction Canal between the Cooum and Adyar, and the canal from the Medical College at the south-east end of Black Town to the Light-house." And so urgent was Sir Charles Trevelyan, that Colonel Bell was directed to report without waiting for details, the probable amount which could "be expended on these works within the current official year." His Excellency requested the "general sanction" of the Government of India to an expenditure of a lac in the current year, "pending the submission of detailed estimates." The Supreme Government approved of the proposal, but owing to their want of authority to give sanction, referred it to the Home Government for orders. In January 1860, the detailed plans were submitted by Mr. Kennedy together with an estimate of rupees 3,59,300. The Government being of opinion that "this work does not yield in importance to any that could be proposed, and that measures ought to be adopted to secure its early commencement," approved of the plans, and entered the estimate in their Budget of 1860-61. But Sir Charles Wood, Secretary of State, did not share Sir Charles Trevelyan's enthusiasm about the work, for in February 1860 the former wrote:—

"I am not altogether convinced of the reality of the advantages expected to accrue from connecting the two canals, which enter Madras from the north and south. For the special purpose for which the canals were designed, *viz.*, that of bringing supplies to Madras, it is sufficient that they should terminate at convenient points within or near the town. A Junction Canal, uniting the terminal points, might be very serviceable to whatever through traffic is carried on between the districts lying immediately to the north and south of Madras, but there is nothing to show that any such traffic exists of sufficient importance to warrant an expenditure of three lacs of Rupees for its accommodation. As, however, your Government are unanimous in approving of the project, and as the Government of India also regard it as one which ought to be executed as soon as funds can be made available for it, I shall offer no obstacle to its adoption. It will be for you to determine whether the requisite funds can be spared from the amounts to be hereafter annually placed at your disposal for expenditure on Public Works."

The ardour of the Madras Government was not, however, damped by this judicious expression of doubt, but Mr. Kennedy was ordered to commence operations, and with the sanction of the Government of India, rupees 1,50,000 were placed at his disposal for the purpose. That gentleman thereupon began to mark out the route and to clear the line, when some one suggested another trace nearer the sea; and the Government ordered Mr. Kennedy to pause while they set to work talking about the rival projects. Their Chief Engineer, Colonel Horsley, r.e., reported most unfavourably upon the suggested coast line; but the Government were by no means satisfied. But they paid that officer the very poor compliment of calling his report a "very summary one." At the same time they gave a cuff to Mr. Kennedy "whose estimate for the purchase of the land by the route proposed by him is much understated;" and they concluded a waspish Order by stating that "the Chief Engineer is accordingly requested to have the examination made by a competent officer, whose report should be laid before Government, accompanied by any remarks which Colonel Horsley, on further consideration of the subject may wish to offer." Dr. Dopping, c. e., was now called in, and he prepared fresh plans, and a fresh estimate (Rs. 4,36,975) for the inland line. Colonel Horsley forwarded this estimate, and in a review of it cut down the cost to Rs. 3,86,000, and calculated the expense of the alternative coast line at Rs. 5,00,000. The papers were then referred to Colonel Rundall, r. e., who drew up an elaborate history of the whole subject, and gave his adhesion to the inland line. But as all the "doctors differed," Sir William Denison, r. e., the new Governor, who had just arrived, ordered the papers to "lie over."

A month afterwards His Excellency took the matter in hand, and returned to the proposal made in 1856 by Lieutenant Chambers, chiefly with a view to the water supply of Madras. In June 1862, the Government returned to the attack, adopted a scheme for a high level fresh water canal, and ordered Mr. Kennedy to prepare plans and estimates. The order was Denisonian, and, according to Mr. W. Fraser, c. e., "a grave misconception pervades the whole." Mr. Kennedy thereupon reverted to Colonel Cotton's plans, supplemented by a scheme for filling the Mylapore and Nungumbaukum tanks, and estimated the cost at Rs. 7,50,000. But the Government passed no order on the subject, and the question remained in abeyance until January 1864, when the Government of India inquired what were the obstacles that prevented "the carrying out of the sanctioned extension from the Adyar to the Cooum." Another period of inaction now ensued, until March 1865, when Mr. Fraser, was appointed Superintendent of the East Coast Canal, and was directed to consider the construction of a high level fresh water canal from the Adyar to the Cooum in connection with the water works and other projects. Nothing seems to have been done until "the approach of the famine of 1866," when, according to Mr. Fraser's account, "the preparation of the plans of the Junction Canal was hastened for the purpose of supplying unskilled labour for the people who were expected to crowd into Madras." But "*it was subsequently considered that unless an ample supply of fresh water could be obtained, the canal would be a nuisance*, and the preparation of the plans was ordered to be suspended."

This was ten years ago. Again, famine approaches. Again, is the Junction Canal thought of for "purpose of supplying unskilled labour for the people who crowd into Madras"; and on the 29th ultimo, the present Government ordered "the District Engineer to take immediate measures for undertaking the opening of the canal as a Famine Relief Work." We learn that:—"The line to be opened is that accurately described in paragraph 4 of Mr. Fraser's Report, recorded with Government Order No. 1585 of 1st July 1870. But it is determined that it shall be straightened through the Chepauk Park, but so that its central line shall not be nearer the front of the Revenue Board Office than 40 yards. This section will be laid out, without delay, for inspection and final approval. Commencement will also be made at once with laying out the line of canal from the Adyar end; and it will be surveyed and levelled accurately; and schedules of the land required to be taken up prepared without delay so as to admit of the Collector taking the necessary means for valuing and acquiring it. The canal will be laid out for a bottom width of 20 feet, and depth of 4½ feet below mean sea level, and slopes of 2 to 1; 10 feet span will suffice for all overbridges."

Mr. Fraser's estimate was Rs. 5,02,377; he stated in his report that the "articles of produce" conveyed by the Sadras canal are "principally firewood, dressed and undressed stone, rice, cocoanuts, palm leaves, &c." That is all. His line leaves the Adyar river, opposite the outlet of the Sadras canal, is carried through Pugh's garden, thence to Yellapathamada Covil road, across Luz Church road, near the house now occupied by Mr. Maude, thence to the Mylapore road, Barber's Bridge road, through Kistnampet, across the Ice House road, past the west side of the Hindoo burying ground, across the Triplicane drain, across PYCROFT'S road and through Chepauk and Government House Parks into the Cooum.

Lord NAPIER, in a Minute of the 25th May 1866, gave a lukewarm support to the project, which he says had been strongly recommended to his attention by his predecessor in office. He was constrained to state that notwithstanding the great accumulation of papers on the subject, "we know what sort of a canal it should be; we know how it should run; and we know that it will cost five lacs;" but "we still require to know whether it ought to be undertaken, and how it is to be paid for." The proposed canal "is a project in which the Government is in some degree directly interested with reference to the transport of Salt, and to the supply of various public establishments with certain commodities." But his Lordship considered that as the interest of the work is undoubtedly local, it is a Municipal as well as an Imperial one, and, therefore, that "before embodying any definite judgment on the project, the Government ought to take the opinion of the Municipal Commission and of the public." Accordingly,—and we beg the particular attention of the Duke of BUCKINGHAM to this point—"I propose," said Lord NAPIER, "that the papers now before Government on this question be communicated to the Municipal Commission, and the Chamber of Commerce, and that they be laid on the Editor's Table." His Lordship's suggestion was acted upon. The Municipal Commissioners refrained from expressing any opinion as to whether the advantages that the canal would afford, compared with the outlay and the inconvenience it would cause, were such as to render the execution of the work desirable, but they represented that the Municipality was not in a position to contribute to the undertaking. The Government profited by the objections raised, and, on the 27th February 1871 recorded that the "project having now been fairly examined, and submitted to the judgment of those most directly interested, and their opinion being adverse, it must be abandoned for the present. The information which has been collected will doubtless be of use should the subject be hereafter revived under more favourable auspices."

It has now been revived under the auspices of the Duke of BUCKINGHAM, but the project has not been re-submitted to the judgment of "those most directly interested." We are, however, in a position to affirm that the project is disapproved by Engineers, by Sanitary Officers, by House-owners, and by many who have given a dispassionate attention to the subject. The chief objection to the canal is now, just as much as it was six years ago, that "it will eventually lapse into the *cloaca maxima* of the southern, as the Cooum already is of the central part of the town." It will, in short, confer upon Triplicane, Mylapore, the Luz, and Adyar the questionable blessing of having a minor Cooum not running through but in their midst. It will possibly be useful in bringing a few cocoanuts and cadjans, and some firewood to market, but if 25 per cent. be added to the estimate, the outlay will represent an annual charge at only 5 per cent. of Rs 2,600 per mensem in perpetuity, exclusive of the charge for maintenance and cleansing. Since the scheme was started this city has been placed in communication with the north, north-west and west by means of the Madras Railway, and with the south and south-west by the South India line. The town is no longer landlocked, and it has yet to discover the need of a junction between its northern and southern canals. No trade ever will pass from the northern canal into the southern, or *vice versâ*; and no passenger traffiic worth a moment's consideration can be counted upon. Commercially the proposed Junction Canal will be valueless; and if it cannot be shewn that it will "pay" it ought not to be undertaken. But, when we view it as what it is sure to become, a filthy stagnant sewer, passing through some of the poorest and most crowded quarters of the town, we are entitled to ask the Government to reconsider their present resolution, which amounts simply to this, that an abiding mischief will be done to the town in order that temporary employment may be found for starved-out ryots. Necessity, it is said, has no law; but ere the present Government rush in where seven previous Administrations have refused to tread, we would beg them to take heed lest, by discounting the future to secure a momentary relief, they render the last state of this town worse than the first!

APPENDIX D.

17th May 1896.

A public meeting of the citizens and landholders of the 8th Municipal Division was held yesterday at 7 A. M., at the Athenæum Hall, Mylapore, for the purpose of considering the inconveniences and discomforts caused by the Buckingham canal and for taking action to remedy them. There was a fairly large gathering and the Hon'ble Mr. V. Bhashyam Iyengar, C. I. E., was in the chair.

Mr. T. R. RAMANADHA IYER, after reading the notice convening the meeting, spoke in Tamil in regard to the history of the Canal. He said that the junction Canal was undertaken in 1876 as a famine relief work, at a cost of 20 lakhs of rupees. Before the days of this junction, the Sadras Cannal ended at the Adyar in the South and the Cochrane Canal in the North stopped at the Central Station. In those days the Government had the salt trade in its hands. The salt brought to the Adyar could not be sent to the Salt Cotaurs. But owing to a change in the policy of Government now there was no more necessity for bringing salt from one place to another. In 1866 an attempt had been made to connect the South and North Canals by means of the present junction Canal; but owing to the strong protest of the residents of Mylapore the attempt had been abandoned. When in 1876 the attempt was made again by the Duke of Buckingham the people of Mylapore strongly protested against it. The Madras Municipality was also unanimously against it and forwarded this unanimous Resolution to the Government:—"That the Commissioners desire with all deference to the Government to state their decided opinion that the proposal to form a Canal between the Adyar and Cooum rivers as a Famine Relief Work is, in the highly insanitary condition of the city at present, a most hazardous and an inexpedient project, and they would earnestly urge its being finally abandoned." When a deputation waited upon the Duke of Buckingham he said that he would undertake to give them the assurance that their well-waters would not be spoiled. The speaker then proceeded to give instances in which owing to the percolation of the Canal water into the wells and lands, the lands had ceased to yield any crop, and had greatly deteriorated in value. The Canal was not a source of profit to the Government. It had been classed under non-remunerative works. Annually three lakhs of rupees were spent on establishment and only Rs. 70,000 was the income out of it. No salt, either Government or private, was now carried by means of the Canal.

Mr. V. C. DESIKA CHARIAR, B. A. B. L., spoke of the Canal as a source of ill-health to the people. Even though the pipe system had been introduced, some people, out of religious or some other objection continued to use well-water. Before the opening of the Canal there was not a single case of elephantiasis in Mylapore but now it had become very prevalent. Triplicane and Chintadripet sewage was diverted into the Buckingham Canal through the connection with the Cooum Owing to the absence of running drains in Mylapore sewage in that neighbourhood was also let into the Canal. Wells sunk recently became brackish owing to the percolation from the Canal. The Hon'ble Mr. Bhashyam Iyengar some years ago had bought a piece of land for gardening. When it was bought, it was solely because it was a good land. But now no crop of any sort could be raised on it in spite of the lavish expenditure on its improvement. This was due to the presence of the Canal near the land. At the time the Canal was opened, all except the Government, were opposed to it. The question of the opening of this junction Canal had been considered on four occasions previous to the Duke of Buckingham's time, and on each of those occasions it had to be given up on account of the impracticability and uselessness of the scheme. In reply to the petition protesting against the opening of the junction the Duke of Buckingham's Government said:—"The petitioners may rest assured that every precaution will be taken for providing that sewage shall not enter into the Canal, but shall be diverted into the natural drainages which now receive it, and which will be carried under the Canal. The irrigation supply from the Mylapore or other tanks where intercepted by it will also be carefully provided for, and preventive measures will be taken against the water-supply or level of their wells being affected by the Canal.

The alternative route suggested by the petitioners was fully considered some years since, as well as some other suggested lines, and was thrown out on professional grounds—which decision the recent consideration confirms." Both these promises remained unfulfilled. The Canal was not used for any useful purpose, and the following remark which the *Madras Mail* made then in an article on the history and value of the junction Canal had only become too true:—"It will, in short, confer upon Triplicane, Mylapore, the Luz and Adyar the questionable blessing of having a minor Cooum not running through, but in their midst. It will possibly be useful in bringing a few cocoanuts and cadjans, and some firewood to market, but if 25 per cent. be added to the estimate, the outlay will represent an annual charge at only 5 per cent. of Rs. 2,600 per mensem in perpetuity, exclusive of the charge for maintenence and cleansing." Even the then Secretary of State to whom our appeal had been made was not convinced of the usefulness of the undertaking, but, in agreeing reluctantly with this Government, remarked as follows:—"I am not altogether convinced of the reality of the advantages expected to accrue from connecting the two canals, which enter Madras from the North and South. For the special purpose for which the Canals were designed, *viz.*, that of bringing supplies to Madras, it is sufficient that they should terminate at convenient points within or near the town. A junction Canal, uniting the terminal points, might be very serviceable to whatever through traffic is carried on between the Districts lying immediately to the North and South of Madras, but there is nothing to show that any such traffic exists of sufficient importance to warrant an expenditure of three laks of Rupees for its accommodation. As, however, your Government are unanimous in approving of the project, and as the Government of India also regard it as one which ought to be executed as soon as funds can be made available for it, I shall offer no obstacle to its adoption It will be for you to determine whether the requisite funds can be spared from the amounts to be hereafter annually placed at your disposal for expenditure on Public Works." Mr. Desika Chari then moved "That in the opinion of this meeting it is necessary to take action and move the Government of Madras earnestly praying to close up what is known as the Buckingham Canal, being the junction Canal between the Adyar and the Barbers' bridge, as being injurious both to the health of the Mylapore public and to the cultivation of the extensive garden lands situate within a radius of two furlongs on either side of it by the brackish water of the Canal percolating into wells in the houses and in the gardens."

MR. M. SAMINADHA MOODELLY seconded the Resolution which was put to the meeting and carried.

MR. C. SAMBIAH CHETTY next proposed. "That the following gentlemen do form a Committee with power to add to their number, for collecting the necessary information and for submitting a Memorial to Government setting forth all the grievances:—The Hon'ble V. Bhashyam Iyengar, P. Chentsal Rao, Dewan Bahadur R. Raghunatha Rao, T. Murugesa Moodelliar, T. R. Ramanadha Iyer, P. Iyasawmy Moodelliar, T. Ramachendra Rao, M. N. Narayanasawmy Moodeliar, C. Sambiah Chetty, Rai Bahadur V. Krishnama Chariar, T. Parthasarathy Iyengrr, V. Krishnasawmy Iyer, V C. Desika Chariar, M. Swaminatha Moodeliar, (Secretary). Carried.

The meeting terminated with a vote of thanks to the Chairman.

G. RAMASAWMY CHETTY AND CO., PRINTERS, MADRAS.

Mylapore,
12th March 1898.

To,

H. A. Sim Esquire, I. C. S.,
Private Secretary
to His Excellency the Governor,
Madras.

Sir,

In forwarding herewith a copy of the Memorial adopted at a public meeting of the inhabitants of Mylapore held on the 9th instant with the Honourable Diwan Bahadur V. Bashyam Aiyangar Avergal, C. I. E. in the Chair, I beg to request you will be so good as to obtain the kind permission of His Excellency the Governor to allow a deputation to wait on His Excellency with the Memorial. It was resolved at the Public meeting that the Memorial should be presented to His Excellency by a deputation consisting of the following gentlemen, should His Excellency be pleased to accord his kind permission for a deputation to wait on His Excellency. As Secretary of the Committee, I beg to request you to be so good as to let me know the pleasure of His Excellency in the matter and if permission is kindly accorded for the deputation to wait, when it will be convenient to His Excellency to receive the deputation.

(1) The Honourable Diwan Bahadur
V. Bashyam Aiyangar Avergal, C.I.E.

(2) M.R.Ry., Diwan Bahadur
V. Krishnama Chariyar Avergal,
Dharmakarta of Sri Vedanta
Desikar's Temple and Lands,
Mylapore.

(3) " P. Ayyaswami Mudeliyar Avergal, M.A.B.L.,
Dharmakarta of Sri
Kabaleeswarar's Temple & Lands,
Mylapore.

(4) " T. R. Ramanatha Aiyar Avergal, B.A.L.T.,
Lands holder,
Mylapore.

(5) " V. C. Desika Chariyar Avergal, B.A.B.L.
Municipal Commissioner,
Mylapore.

(6) " P. Subramaniya Aiyar Avergal,
Attorney at law, and
Municipal Commissioner,
Mylapore.

(7) " M. Swaminatha Mudeliyar Avergal,
Lands holder, Mylapore.

I beg to remain,
Sir,
Your Most Obedt. Servant,
M. Swamynatha Mud:
Secretary to the Junction Canal
Memorial Committee.

PRIVATE SECRETARY TO THE GOVERNOR · MADRAS

GOVERNMENT HOUSE
Madras
6th April 1898.

My dear deWinton,

Will you please read the order which His Excellency has written at the end of your typed office note & deal with the papers accordingly. I am telling the memorialists that the matter is being enquired into, & that therefore, no deputation is needed, at any rate, at present.

Yours sincerely,

C. A. W.

Please take necessary action.

P. W. D. Irrign. Branch should investigate grievances (1) (2) (3) & (5), - more especially (2). In which levels should be taken to the fields & lands adjacent to the canal.

Rev. Dept. should investigate ~~(4)~~ (3)

Surg.-Genl. might also be asked if there has been any increase in Elephantiasis in Inglapore during the last 20 years & whether if so the canal has had any evil influence in this respect.

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~~Very urgent~~

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Note.

The Canal was constructed as a Famine Relief work in 1877, and cost Rs. 7,50,000.

2. The accounts given in the memorial of its history previous to its commencement, and of the objections raised to it are, I believe, correct. It would certainly never have been undertaken except as a famine relief work, and has never justified its -- construction from a financial point of view.

3. The quantity and value of goods passing through the Canal during the last 5 years is given below:-

Description of Goods	1892-93		1893-94		1894-95		1895-96		1896-97	
	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value	Quantity	Value
	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs	Tons	Rs.
Firewood	21,240	1,27,400	25,670	1,54,020	26,684	1,60,104	24,211	1,45,266	17,651	1,05,906
Food grains	1185	72,950	1,062	45,465	1,225	76,945	1,990	1,27,430	2,292	1,47,555
Salt	14,724	11,77,920	11,219	8,97,520	10,666	8,53,280	11,215	8,97,200	10,535	8,42,800
Building materials	497	12,493	420	1,260	452	1,356	738	2,214	3,744	11,232
Provisions	1,917	1,82,540	4,299	4,29,900	3,830	3,83,000	3,458	3,45,800	3,809	3,80,900
Coal	8	96	10	120	8	96	11	132	34	408
Cotton, Piece goods Iron ware &c	849	1,25,790	1,233	1,41,835	1258	1,00,550	1,979	1,32,607	2,027	1,39,044
Total	40,420	16,99,194							40,092	16,27,845

Both have remained, in the aggregate, nearly stationary.

There is little or no through traffic North and South of Madras. The traffic shown all comes to Madras from the South or goes from Madras to the -- South, and if the Canal had not existed, it would have been carted from the Adyar to its destination for distances varying between 2 and 7 miles.

4. The fees collected from boats carrying the above goods were as follow:-

Place of collection.	1888 -89	1889 -90	1890 -91	1891 -92	1892 -93	1893 -94	1894 -95	1895 -96	1896 -97
Adyar South Lock.	Rs. 2069.	Rs. 2491.	Rs. 2401.	Rs. 3049.	Rs. 3223.	Rs. 3597.	Rs. 3726.	Rs. 3671.	Rs. 3049.

5. The regular annual expenditure on the junction Canal only includes the cost of the lock establishment- i.e. about Rs.50 per mensem or Rs. 600 per annum. But whenever there is heavy rain in Madras, the Canal, which cuts right across the natural drainage of this part of Madras, receives a large quantity of silt and sewage-laden water, and the silt etc. has to be cleared at an expense of about Rs.1,000 on each occasion. This happens once in 2 or 3 years. The bridges are maintained by the Municipality.

6. The above are the facts in connection with this Canal. The memorialists complain that the excavation of the Canal has injuriously affected them in the following ways:-

(1)

(1) The Canal holds salt water intermixed with sewage in a state of stagnation and emits noxious effluvia injurious to health.

(2) In a certain area on either side of the Canal, it has lowered the water level in their fresh -- water wells, so that they run dry during the dry season and during the rainy season draw - foul water from the canal by percolation.

(3) In a certain area on either side of the Canal there has been a marked deterioration in the -- yield of plantations. The loss on this account in the shape of rent is estimated at Rs.5,979 per annum.

(4) The supply of water for Irrigation from Mylapore Tank (commonly called The Long Tank) has suffered from the leaky condition of the sluices which -- carry it across the Canal.

(5) The large temple tank in Mylapore has been drained so low that the water is insufficient for the annual festival, or for -- bathing purposes.

7. With regard to (1) it is no -- doubt true that sewage enters the Canal in the following ways:-

(a)

water

(a) From the Cooum, i.e. from Chintadripett etc.

(b) From the sewage syphons crossing the Canal in Triplicane & Kistnampett.

(c) From the overflow of drains during heavy rainfall.

(a) must continue until Madras is all thoroughly drained on proper principles. I understand that the piping of Chintadripett alone will cost 10 lakhs of Rupees, and that this will be beyond the financial powers of the Municipality for the next 10 or 15 years. I think they ought to be made to -- borrow for the purpose, and carry out the work as soon as possible.

(b) was due to carelessness on the part of the Municipality, in not pumping properly, and in allowing sewage channels to breach into the Canal. This grievance has formed the subject of much controversy between the Municipality and the P.W.D. officers in charge of the Canal. Greater care is taken now, and this nuisance has practically ceased.

(c). This will always be the case until the sewage proper is kept entirely distinct from flood water. So long as the sewers are flushed during rainfall, so long will sewage be -- brought into a Canal which crosses the natural drainage line. Many

thousand

thousand rupees have been spent in clearing the Canal of silt and --- sewage so brought in, and it wants clearing again now. I understand -- from Mr. Hughes that an estimate of Rs. 57,500 for improvements to the Canal, including removal of silt & sewage, is waiting for the disposal of the harbour canal estimates.

There is no doubt that this grievance will continue so long as any sewage is allowed to find its way either into the Cooum or junction Canal. It may be mitigated by connecting the Cooum with the harbour, or by expensive works to keep the Cooum bar open, but it will never -- disappear until Madras is properly drained. But whether it is injurious to health is another matter. I walked down the whole canal last week, & found it very offensive from Chepak to Elliot's Road (Cdpper House Hotel), but not at all so beyond that point, and through Mylapore there was no smell. Elephantiasis is due to --- drinking the water of stagnant tanks and wells and if the residents of Mylapore -- used Red Hills water only it would probably disappear.

8. With regard to the second grievance, I took the level of the water in a well adjacent to the canal, as compared with the level of the canal

water, and found that the former was 2.8' lower than the latter. The water was said to be salt and I tasted it and found it to be very brackish & unpleasant. The owner had been -- pumping it for some time before I arrived for his cocoanut trees, and this must of course have reduced the level considerably. He informed me that he obtained water for irrigating his lands and trees from Mylapore (Long) tank, and that when that failed he could, before the canal was ~~dry~~ dug, depend upon his well for supplying his crops. But that, since the excavation of the Canal, his well had failed him, and as Mylapore tank was never sufficient by itself he had given up cultivating the land, and only watered xxx his cocoanut trees, and as the salt water was of little use he got a very poor outturn of toddy from them. I believe this statement to be pretty correct, and the land was certainly lying waste. I cannot -- speak with absolute certainty without much more detailed investigation than I have hitherto had time for, but I think this grievance is probably well founded. The statement however that the wells are fouled by percolation from the canal cannot be true. I have not seen the order No. 3461 d/18th December 1876 quoted in para 11 of the memorial, but if it is true that a promise was given that the canal should not be [illegible] in the wells no such promise should have been made — because it was impossible of fulfilment.

9. With reference to the third grievance, I have ascertained from the Collector of Madras that neither in his office, nor in that of the Tahsildar's, are there any records of wells in Mylapore being spoilt, or of the xxxxx yield of lands ~~adjacent~~ adjacent to the canal having deteriorated of late years. The field I saw yesterday was, however, undoubtedly waste, and the owner assured me that it used to be cultivated with plantains, betel &ca. I think it is probable that there is foundation for this grievance also, and it might be well to have the matter investigated in the Revenue Department.

10. I could find no foundation for the fourth grievance, but the tank is now, I believe, dry.

11. With regard to the fifth grievance, I ran levels xxxxx from the tank to the canal, which are rather more than a furlong apart, and found that the water-level in the former was .84 feet higher than in the latter. I ascertained that the water in the tank had been low for some years, and there were evident proofs of this, but I could not find that this

had anything to do with the presence of the canal, and I do not think it has.

12. The memorialists pray that if their grievances are proved, after enquiry, to be substantial, the canal may be closed, and sold by auction in convenient building lots, the purchasers to fill their lots in, in a given time, at their own expense. My own opinion is that

(1) the canal was a mistake, and should never have been constructed,

(2) it would do no serious harm to traffic to close it now.

(3) Its closure would, however, cost Govt. a lot of money, because the memorialists' proposal is impracticable,

(a) The canal cannot be used for building lots because no sane man would build anything on made soil.

(b) If purchasers were allowed to fill in their lots themselves, some would do so and some would not, and the result would be a series of holes full of stagnant water which would be worse than present conditions.

The canal must therefore be filled in by Govt., and it would probably cost about 2 lakhs to do it.

(4) If left as it is, the canal can be, and will be, made much cleaner, but nothing can be done to improve the supply and quality of water in the adjacent wells.

(13) In conclusion, I think the memorialists have a very genuine grievance, and that they are entitled to the investigation they ask for of the extent to which the canal has injuriously affected them. I recommend that this investigation be ordered in the P.W.D. and Revenue Departments, and that a decision as to the future of the canal be postponed until the result is known.

30.3.98

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I think this should be done and the Memorialists informed accordingly. I see no occasion for receiving a deputation.

A.H.
5.4.98

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can
memorial, but if it is true that a promise
was given that the canal should not be