

Public Works (1898) Department.

G.O., No. 926-78

DATED 30th Nov 98

Buckingham Canal [Despatch Abstract.]

Letter from the Govt of India sanctioning the Schedule, amounting to Rs 32100, of the further outlay required to be incurred on the ——— with note thereon by the Chief Engineer for Irrigation, communicated to the Officer (concerned with the work) and a copy of the Govt. order to be forwarded to the Govt of India.

Buckingham Canal

Forwarding copy of Govt. embodying note by the Chief Engineer for Irrigation on the financial prospects of the ———, and also copy of Govt. No 319 of 18th April 98.

Accepted
9-12-98

L. (92.9)

BACK PAPERS.

FURTHER PAPERS.

IRRIGATION.
ACCOUNT.

Government {1898} of Madras.
PUBLIC WORKS.

Recd.

Regd.

{ 1898.

Enclosures

Spare copies

G.O., Nos. 926, 927 I., 30th November 1898.

NOVEMBER.

Buckingham Canal

Forwarding copy of Proceedings embodying note by the Chief Engineer for Irrigation on the financial prospects of the —, and also copy of Proceedings, No. 319 I., dated 18th April 1898.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.
Account.

READ—the following papers:—

From O. C. LEES, Esq., Under Secretary to the Government of India, Public Works Department (Civil Works—Irrigation), to the Joint Secretary to the Government of Madras, Public Works Department, Irrigation Branch, dated Simla, 25th August 1898, No. 437 C.W.I.

With reference to the Proceedings of the Government of Madras in the Public Works Department, No. 537 I., dated the 18th July 1898, I am directed to communicate the sanction of the Government of India to the schedule amounting to Rs. 32,100 of the further outlay required to be incurred on the Buckingham Canal, and to request that a date may be named for the completion of the works in accordance with Public Works Department Code, Volume II, Chapter IX, paragraph II—VI.

2. The Government of India desire, however, to be furnished with the views of the Local Government as to the financial prospects of the project together with details of the revenue charges since the work was opened, and also with any remarks in regard to the revenue receipts, of which details have been given in Chapter XIII of the History of the Buckingham Canal by Mr. A. S. Russell, that may be necessary in a consideration of the general prospects of the canal.

The sanction accorded in paragraph 1 has been registered as No. 7 I. of 1898-99.

No. 284 I.

Note by the Chief Engineer for Irrigation.

With reference to the concluding portion of paragraph 1 of the Government of India letter, it is observed that in paragraph 4 (2) of the note by the Chief Engineer for Irrigation embodied in Proceedings of Madras Government, No. 537 I., dated 18th July 1898, it was noted that the sanction to the statement of incomplete works should remain current up to the 31st March 1900, which is the probable date of completion of the works.

2. With reference to the second paragraph of the Government of India letter, it is observed that the financial prospects of the Buckingham Canal are intimately bound up with the navigation on the Kistna and Gódvári systems of canals with which it is connected and with the Navigation rules which govern the management of the whole system of canals. These rules were revised early in the current year and are dealt with in Proceedings of Madras Government, No. 319 I., dated 18th April 1898, which embody a note on the subject and diagrams showing navigation receipts and charges, ton mileage and tonnage of goods carried on these canals from 1880-81 up to 1896-97. A copy of these Proceedings might be forwarded to the Government of India. A separate statement and a diagram contrasting receipts and charges of the Buckingham Canal up to the end of 1897-98 have now been prepared and are appended to this note. The Examiner of Public Works Accounts reports that it is not possible now to furnish details required from the date the canal was opened, as most of the old records have been destroyed. The statement furnishes particulars for the period since 1879-80, as regards receipts and for expenditure since 1866-67.

3. These show that the receipts have risen steadily from 1884-85 to 1896-97, but that there has been a fall in the last year 1897-98. An examination of the tonnage of goods carried shows that this falling off is mainly due to a reduction in the amount of rice and other food-grains and salt carried. The falling off in the former class of goods is due entirely to the unfavourable seasons, the exports from the deltas of the Gódvári and Kistna being diverted to the Northern Circars and the Deccan. The falling off in salt is due to the temporary stoppage of manufacture in the factories that supply Madras on account of an over-stocking of the Madras depots in previous years. It is not, however, to be anticipated that after the opening of the East Coast Railway the canal will be as much used as hitherto, as all the coal and a great part of the grain and salt traffic will undoubtedly be taken by the railway. It may be that, in course of time, there will be a large development of traffic more suited to the canal. A temporary falling off in traffic must be considered probable as the canal has no branches like the Gódvári and Kistna canals, the traffic development on which may compensate for the reduction of traffic on the lines competing with the railway.

4. This falling off in receipts has, however, been accompanied by a decrease in the charges due to the completion of locks in the canal whereby a high level of water can be locked in, in all reaches, and thus effecting economy in maintenance. It will be observed that the charges during this last year 1897-98, viz., Rs. 83,651, are the lowest yet reached since 1878-79 and Mr. Russell anticipates a still further decrease. In pages 67 and 68 of his History, Mr. Russell estimates that the maintenance charges will decrease to Rs. 53,000 in 1902 and that, after that, the annual charges should average Rs. 50,000 and should not exceed Rs. 45,000 in an ordinary year and Rs. 55,000 in a year of droughts or cyclones. These figures may be accepted as the probable future maintenance charges. They do not include the usual percentage for establishment, &c., charges.

5. As regards the revenue receipts referred to in Chapter XIII of Mr. Russell's book, it is to be observed that it is by the ton mileage and not by the receipts that the condition of traffic on any canal of the system is to be judged, boat owners being allowed to take out licenses in the Gódvári, Kistna or at Madras as suits their convenience.

(Signed) W. HUGHES,
Chief Engineer for Irrigation.

5th November 1898.

ENCLOSURE.

STATEMENT showing the Details of Receipts from and the Revenue charges on the Buckingham Canal from commencement to end of 1897-98.

Year.	Receipts.					Charges.									
	Plantation.	Other canal produce.	Naviga- tion.	Rents of buildings.	Fines.	Miscel- laneous.	Total.	Extension and improve- ments.	Mainte- nance and repairs.	Estab-lish- ment.	Tools and Plant.	Refunds of revenue.	Total direct and indirect charges.		
To end of 1866-67	..	..	..	..	..	..	..	..	..	..	..	..	..		
During 1867-68	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1868-69	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1869-70	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1870-71	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1871-72	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1872-73	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1873-74	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1874-75	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1875-76	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1876-77	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1877-78	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1878-79	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1879-80	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1880-81	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1881-82	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1882-83	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1883-84	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1884-85	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1885-86	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1886-87	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1887-88	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1888-89	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1889-90	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1890-91	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1891-92	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1892-93	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1893-94	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1894-95	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1895-96	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1896-97	..	..	..	..	..	..	..	..	..	..	..	..	..		
" 1897-98	..	..	..	..	..	..	..	..	..	..	..	..	..		
Total ..	1,204	29,544	16,49,111	3,479	1,294	9,292	31,05,092	75,414	22,18,822	6,94,681	72,476	17,846	30,79,239	98,066	31,77,305

(a) Represents the total realizations to end of 1878-79 for which the distribution either by sub-heads or by years is not available.

ORDER—No. 926 I., dated 30th November 1898.

Communicated to the officers concerned for information.

2. The sanction accorded by the Government of India is registered as No. 98 I. of 1898-99.

3. The Government concurs in the opinion expressed in paragraphs 3 and 4 of the foregoing note by the Chief Engineer for Irrigation.

4. Ordered that a copy of these Proceedings, together with a copy of Proceedings of Madras Government, No. 319 I., dated 18th April 1898, be forwarded to the Government of India for information.

[Here enter No. 927 I., dated 30th November 1898.]

(True Extract.)

(Signed) W. HUGHES,
Joint Secy. to Government,
Irrigation Branch.

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

ENDORSEMENT—No. 927 I., dated 30th November 1898.

Forwarded.

(By order.)

(Signed) W. HUGHES,
Joint Secy. to Government,
Irrigation Branch.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

*Financial prospects of the
Buckingham Canal*

UNDER date the

READ the following

From Govt of India... (No. No 437. C. W. I. of 25th Aug 1898)

Print Note by the Chief Engineer for Irrigation... (No. No 284. I of 5 Nov 1898)
with statement appended

With reference to the concluding portion of para 1 of the Government of India letter, it is observed that in para 4 (2) of the Note by the Chief Engineer for Irrigation embodied in P. M. G. No 537. I. dated 18th July 1898, it was noted that the sanction to the statement of incomplete works should remain current up to the 31st March 1900, which is the probable date of completion of the works.

2. With reference to the second para of the Govt of India letter, it is observed that the financial prospects of the Buckingham Canal are intimately bound up with the navigation on the Kistna and Godavari Systems of Canals with which

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14/11/98

which it is connected
and with the navigation
rules which govern the
management of the
whole system of Canals.
These rules were revised
early in the current
year and are dealt
with in P. W. No 319. I.
dated 18th April 1898, which
embodies a note on the
subject and diagrams
showing navigation
receipts and charges,
ton mileage and tonnage
of goods carried on these
Canals from 1880-81 up
to 1896-97 - a copy of
these Proceedings might be
forwarded to the Govt
of India. A separate
statement and a diagram
contrasting receipts and
charges of the Beekingham
Canal up to the end of
1897-98 have now been
prepared and are appended
to this note. The Examiner
of P. W. Accounts reports
that it is not possible
now to furnish details
required from the date
the Canal was opened
as most of the old
records have been
destroyed. The statement
furnishes

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Spec note - No 3311 $\frac{B}{B}$
428 Sept 1898
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3 furnishes particulars for the
period since 1879-80, as regards
receipts and for expenditure
since 1866-67.
3. These show that the receipts
have risen steadily from
1884-85 to 1896-97 but that
there has been a fall in
the last year 1897-98. An
Examination of the tonnage
of goods carried, shows
that this falling off is mainly
due to a reduction in the
amount of rice and other
food grains and salt
carried. The falling off in
the former class of goods
is due entirely to the un-
favourable seasons, the
Exports from the deltas of
the Godavary & Krishna being
diverted to the Northern
Circars and the Deccan.
The falling off in salt is
due to the temporary
stoppage of manufacture
in the factories that
supply Madras on account
of an overstocking of the
Madras Depôts in previous
years. It is not however
to be anticipated that
after the opening of the
East Coast Railway
the Canal will be as much
used as hitherto, as all
the coal and a great
part of the grain and
salt traffic will undoubtedly
be

It may be that in course of time there will be a large development of traffic more suited to the Canal. A temporary falling off in traffic must be considered probable as the Canal has no branches like the Godavery & Krishna Canals, the traffic development on which may compensate for the ^{reduction of} traffic on the lines competing with the Railway.

This falling off in receipts has however been accompanied by a decrease in the charges due to the completion of locks in the Canal whereby a high level of water can be locked in, in all reaches, and thus effecting economy in maintenance. It will be observed that the charges during this last year 1897-98 viz Rs 83,657 are the lowest yet reached since 1878-79 and Mr Russell anticipates a still further decrease. In pages 67 & 68 of his history, Mr Russell estimates that the maintenance

5 maintenance charges will decrease to Rs 53,000 in 1902 and that after that the annual charges should average Rs 50,000 and should not exceed Rs 45,000 in an ordinary year and Rs 55,000 in a year of drought or cyclones. These figures may be accepted as the probable future maintenance charges. They do not include the usual percentage for establishment & charges.

5 As regards the revenue receipts referred to in Chapter VIII of Mr Russell's book, it is to be observed that it is by the ton mileage and not by the receipts that the condition of traffic on any Canal of the System is to be judged, boat owners being allowed to take out licenses in the Godavery, Krishna or at Madras as suits their convenience.

N^o 926 of 30 Mar '98
Order thereon

communicated to the officers concerned for information.

2. The sanction accorded by the Govt of India is registered as N^o 98. I

of

of 1898-99.

3. The Government concurs
in the opinion expressed
in paras 3 & 4 of the foregoing
note by the Chief Engineer
for Irrigation.

4. Ordered that a copy
of these Proceedings together
with a copy of P. W. G.
No. 319. I. dated 18th April
1898 be forwarded to
the Government of
India for information.

Endorsement No 9271 of 3 Nov 98)

Forwarded.

5.11.98 W.H.

SUBJECT

To
The Chief Engineer for Suez
" Supp. Engr Suez
" Engr of P. W. Acc'ts
" Revenue Dept.

Public Works (1898) Department.

CURRENT No. 9453

7407

From the Chief Engineer
for Irrigation

Order

No. 284. I.

Dated 5th November/98

Received

Registered 15.11.98

Enclosures 2

Spare copies

SUBJECT.

Financial pros-
pects of the Bucking-
ham Canal -
Note on the -

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FURTHER PAPERS.

Public Works (1898) Department.

CURRENT No. 224

From The Examiner, P. W. Acst,
Madras

Order

No. 3311 ^B/_B

Dated 28 September 1898

Received } 29. - do -
Registered }

Enclosures 3

Spare copies

SUBJECT.

State showing receipts and
revenue charges of Buckingham
Canal from Commencement to
1897-98 — Forwards with
remarks a —

July 20, 1914

NCU
29/8/85

Paper
Figs

130 3099

FURTHER PAPERS.

No.	Date.
Low 275	14. 9-58
R 224	28 9-58
R 393c	1-11-58

*All communications
should be addressed
to the Secretary.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.
Irrigation.

To

The Joint Secretary to the Government of Madras,
Public Works Department, Irrigation Branch.

Simla, the 25th August 1898.

Sir,

With reference to the Proceedings of the Government of Madras in the Public Works Department, No. 537 I., dated the 18th July 1898, I am directed to communicate the sanction of the Government of India to the schedule amounting to Rs. 32,100/- of the further outlay required to be incurred on the Buckingham Canal, and to request that a date may be named for the completion of the works in accordance with Public Works Department Code, Volume II, Chapter IX, paragraph II-VI.

2. The Government of India desire, however, to be furnished with the views of the Local Government as to the financial prospects of the project together with details of the revenue charges since the work was opened, and also with any remarks in regard to the revenue receipts, of which details have been given in Chapter XIII of the History of the Buckingham Canal by Mr. A.S. Russell, that may be necessary in a consideration of the general prospects of the Canal.

The sanction accorded in paragraph 1 has been registered

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there was a general falling
off in 96-97 compared
with the previous year

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CHIEF ENGINEER FOR IRRIGATION.

Madras, 14. 9. 1898.

OFFICE NOTE No. 275

Enclot.

Circulation Register.

To	From	Despatch Date.	Receipt Date.
		16.9.98	

KEEP-WITH.

No. , dated 189 .

CHIEF ENGINEER
FOR IRRIGATION.
29 SEP 1898
224 of 98

With reference
to the accompanying
letter, no 437 C.W.S.,
of 25 Augt/98, from
the Govt of India,
please furnish
me as soon as
possible with a state-
ment contrasting
the receipts with the
details of the revenue

as No. 7 I., of 1898-99.

I have the honour to be,

Sir,

Your most obedient servant,

O. C. Lees

Under Secy. to the Govt. of India.

Documents accompanying:-

Nil.

charges since the
Buckingham Canal
was opened up to the
end of the past official

year.

14/9/90

14/9
18

Year.	Plantation	Other canal produce	(D)	Funds of revenue.	Total Direct Charges	Indirect Charges.	Total direct and indirect charges
1865-67.	"	"	"	"	427,986	12,115	440,101
1867-68	"	"	"	"	15,452	539	15,991
1868-69	"	"	"	"	41,337	1534	42,871
1869-70	"	"	"	"	14,865	508	15,373
1870-71	"	"	"	"	24,364	559	24,923
1871-72	"	"	"	"	30,704	1126	31,830
1872-73	"	"	"	"	30,788	920	31,708
1873-74	"	"	"	"	45,000	1152	46,152
1874-75	"	"	"	"	22,268	768	23,036
1875-76	"	"	"	"	45,744	1417	47,161
1876-77	"	"	"	"	31,206	867	32,073
1877-78	"	"	"	"	17,490	486	17,976
1878-79	"	"	"	"	873	24	897
1879-80	"	✓ 1997	✓ 71,424	"	✓ 91,953	✓ 3089	✓ 95,042
1880-81	"	✓ 458	✓ 122,315	"	✓ 156,734	✓ 4387	✓ 161,091
1881-82	"	✓ 3889	✓ 121,696	2590	117,430	✓ 3194	✓ 120,624
1882-83	"	✓ 1017	✓ 105,959	244	✓ 161,555	✓ 5436	✓ 166,991
1883-84	"	✓ 1621	✓ 47,721	✓ 6389	✓ 170,076	✓ 4783	✓ 174,859
1884-85	"	✓ 646	✓ 44,899	✓ 234	✓ 96,872	✓ 3005	✓ 99,877
1885-86	"	✓ 1235	✓ 52,136	✓ 67	✓ 130,485	✓ 3969	✓ 134,454
1886-87	✓ 120	✓ 2066	✓ 57,762	✓ 68	✓ 109,417	✓ 3484	✓ 112,901
1887-88	"	✓ 1925	✓ 66,501	✓ 1624	✓ 134,293	✓ 4175	✓ 138,468
1888-89	✓ 228	✓ 1488	✓ 70,948	✓ 1641	✓ 125,290	✓ 4010	✓ 129,300
1889-90	✓ 433	✓ 1099	✓ 76,184	✓ 3061	✓ 150,297	✓ 4683	✓ 154,980
1890-91	✓ 412	✓ 881	✓ 85,623	✓ 12	✓ 113,791	✓ 3917	✓ 117,708
1891-92	"	✓ 1714	✓ 95,740	✓ 57	✓ 167,484	✓ 5441	✓ 172,925
1892-93	"	✓ 708	✓ 99,709	✓ 1609	✓ 115,993	✓ 3963	✓ 119,956
1893-94	"	✓ 4520	✓ 103,527	✓ 48	✓ 119,960	✓ 4581	✓ 124,541
1894-95	"	✓ 1473	✓ 107,784	✓ 71	✓ 97,954	✓ 3653	✓ 101,607
1895-96	✓ 11	✓ 1325	✓ 106,754	✓ 9	✓ 92,546	✓ 3486	✓ 96,032
1896-97	"	✓ 735	✓ 113,718	✓ 16	✓ 99,326	✓ 3710	✓ 103,036
1897-98	"	✓ 667	✓ 98,511	✓ 98	✓ 80,506	✓ 3145	✓ 83,651
Total	1204	29544	1649111	17846	3879239	98066	3177305

15-11-1898 - with by

(a) Represents the total within by
sub-heads or 27.9.98.

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Statement

the details of receipts from, and the Revenue Charges on the Buckingham Canal from
commencement to end of 1897-98.

Year.	Receipts.				Charges.									
	Plantation	Other Canal produce	Subsidies	Fines	Miscellaneous	Total	Extension and Improvement	Maintenance and Repairs	Establishment	Tolls and plank	Reimbursement of Revenue	Total Direct Charges	Indirect Charges	Total direct and indirect charges
End of 1865-67	"	"	"	"	"	"	"	337,623	85,518	4845	"	427,986	12,115	440,101
During 1867-68	"	"	"	"	"	"	"	11,359	3809	284	"	15,452	539	15,991
1868-69	"	"	"	"	"	"	"	29764	10,829	744	"	41,337	1534	42,871
1869-70	"	"	"	"	"	"	"	11,000	3590	275	"	14,865	508	15,373
1870-71	"	"	"	"	"	"	"	19,920	3946	498	"	24,364	559	24,923
1871-72	"	"	"	"	"	"	"	22,200	7949	555	"	30,704	1126	31,830
1872-73	"	"	"	"	"	"	"	23,700	6496	592	"	30,788	920	31,708
1873-74	"	"	"	"	"	"	"	35,966	8135	899	"	45,000	1152	46,152
1874-75	"	"	"	"	"	"	"	16,434	5423	411	"	22,268	768	23,036
1875-76	"	"	"	"	"	"	"	34,871	10,001	872	"	45,744	1417	47,161
1876-77	"	"	"	"	"	"	"	24,475	6119	612	"	31,206	867	32,073
1877-78	"	"	"	"	"	"	"	13,718	3429	343	"	17,490	486	17,976
1878-79	"	"	"	"	"	(4) 14,1168	"	685	171	17	"	873	24	897
1879-80	"	✓ 1997	✓ 71,424	"	✓ 91	✓ 558	✓ 74,070	✓ 3901	✓ 64,741	✓ 21,895	✓ 1716	✓ 91,953	✓ 3059	✓ 95,012
1880-81	"	✓ 458	✓ 122,315	"	✓ 58	✓ -460	✓ 122,371	"	✓ 122,929	✓ 30,732	✓ 3073	✓ 156,734	✓ 4357	✓ 161,091
1881-82	"	✓ 3889	✓ 121,696	✓ 70	✓ 756	✓ 85	✓ 126,496	✓ 2845	✓ 81,503	✓ 22,549	✓ 7935	✓ 117,430	✓ 3194	✓ 120,624
1882-83	"	✓ 1017	✓ 105,959	✓ 204	✓ 388	✓ 559	✓ 108,127	✓ 5807	✓ 114,030	✓ 38,374	✓ 3100	✓ 161,555	✓ 5436	✓ 166,991
1883-84	"	✓ 1621	✓ 47,721	✓ 275	✓ 1	✓ 493	✓ 50,111	✓ 4371	✓ 123,564	✓ 34,163	✓ 1589	✓ 170,076	✓ 4783	✓ 174,859
1884-85	"	✓ 646	✓ 44,899	✓ 221	"	✓ 1422	✓ 47,188	✓ 1958	✓ 70,858	✓ 21,465	✓ 1557	✓ 96,872	✓ 3005	✓ 99,877
1885-86	"	✓ 1335	✓ 52,436	✓ 477	"	✓ 345	✓ 54,598	✓ 6415	✓ 93,097	✓ 28,347	✓ 2559	✓ 130,485	✓ 3969	✓ 134,454
1886-87	✓ 120	✓ 2066	✓ 57,762	✓ 424	"	✓ 577	✓ 60,949	✓ 5461	✓ 76,238	✓ 24,886	✓ 2764	✓ 109,417	✓ 3484	✓ 112,901
1887-88	"	✓ 1935	✓ 66,501	✓ 229	"	✓ 475	✓ 69,140	✓ 5363	✓ 94,294	✓ 29,822	✓ 3190	✓ 134,293	✓ 4175	✓ 138,468
1888-89	✓ 228	✓ 1458	✓ 70,948	✓ 430	"	✓ 791	✓ 73,855	✓ 7746	✓ 84,685	✓ 28,645	✓ 2573	✓ 125,290	✓ 4010	✓ 129,300
1889-90	✓ 433	✓ 1099	✓ 76,184	✓ 85	"	✓ 1007	✓ 78,008	✓ 5123	✓ 106,110	✓ 33,450	✓ 2553	✓ 150,297	✓ 4683	✓ 154,980
1890-91	✓ 412	✓ 881	✓ 85,823	✓ 121	"	✓ 1087	✓ 88,024	✓ 3494	✓ 80,004	✓ 27,978	✓ 2303	✓ 113,791	✓ 3917	✓ 117,708
1891-92	"	✓ 1714	✓ 95,740	✓ 115	"	✓ 787	✓ 98,326	✓ 5130	✓ 121,090	✓ 38,865	✓ 2384	✓ 167,484	✓ 5441	✓ 172,925
1892-93	"	✓ 708	✓ 99,709	✓ 79	"	✓ 870	✓ 101,366	✓ 3420	✓ 80,561	✓ 28,309	✓ 2094	✓ 115,993	✓ 3963	✓ 119,956
1893-94	"	✓ 4520	✓ 103,527	✓ 227	"	✓ 65	✓ 108,339	✓ 5408	✓ 80,067	✓ 30,125	✓ 4312	✓ 119,960	✓ 4581	✓ 124,541
1894-95	"	✓ 1473	✓ 107,784	✓ 173	"	✓ 68	✓ 109,498	✓ 4556	✓ 62,885	✓ 26,094	✓ 4348	✓ 97,964	✓ 3658	✓ 101,607
1895-96	✓ 11	✓ 1325	✓ 106,754	✓ 100	"	✓ 193	✓ 108,383	✓ 750	✓ 62,059	✓ 24,900	✓ 4828	✓ 92,546	✓ 3486	✓ 96,032
1896-97	"	✓ 735	✓ 113,718	✓ 185	"	✓ 150	✓ 114,788	✓ 3080	✓ 64,143	✓ 26,501	✓ 5536	✓ 99,326	✓ 3710	✓ 103,036
1897-98	"	✓ 667	✓ 98,511	✓ 64	"	✓ 250	✓ 99,492	✓ 586	✓ 54,224	✓ 22,466	✓ 3115	✓ 80,506	✓ 3145	✓ 83,651
Total	1204	29544	1649111	3479	1294	9292	3105092	75414	2218822	694681	72476	3879239	98066	3177305

(a) Represents the total realizations to end of 1898-99 for which the distribution within by sub-heads or for previous years is not available.

27-4-98

27-9-98

27.9.98

C.

fine

KEEP-WITH

CURRENT No.

GOVT. OF MADRAS.

189⁸

P. W. DEPT.

EXAMINER, P. W. ACCOUNTS.

dated

189 .

Madras, 28 September

189⁸

OFFICE NOTE No. 3311 ^{13/13}

To

E.I.

Your Office Note No. 275 dated

14th. September 1898.

As most of the old records of this office have been destroyed, it is not possible now to furnish the information required from the date the Canal was opened.

2. Particulars are available only for the period since 1879-1880 as regards receipts and for expenditure since 1866-1867 and these are brought together in the accompanying statement.

CHIEF ENGINEER
FOR IRRIGATION.
29 SEP. 1898
No. 224 of 98

28.9.98

Deputy C

in Charge.

28/9

