M.R.O. 14—10,000—21-4-22

MADRAS RECORD OFFICE.

Government of Madras.

Revenue **DEPARTMENT.**

G.O. No. 260	Press Mis.
196-197	
Dated 10. 2.	18 62

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department,
10th February 1862.

No. 196. Read the following Proceedings of the Madras Government in the Public Works Department, dated 4th February 1862, No. 116 :—

Communicating letter from the Deputy Chief Engineer Central Circle, relative to the insufficient number of boats on the Canal for the conveyance of Salt to the Madras Depôt, and the want of water in the Canal, &c. } Vide Public Works Proceedings, 4th February 1862, Nos. 26, 27.

No. 197. ORDER THEREON, 10th February 1862, No. 260.

1. Communicated to the Board of Revenue.
2. The Canal round the platform should be deepened as soon as possible.

(Signed) C. G. MASTER,
Deputy Secretary to Government.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following letter from Lieutenant-Colonel J. CARPENDALE, Acting Deputy Chief Engineer, Central Circle, to Lieutenant-Colonel W. H. HORSLEY, Chief Engineer and Secretary to Government, Department Public Works, dated Chepauk, 28th January 1862, No. 9,921 :—

SIR,

1. Referring to Order of Government, as per margin, paragraphs 7 and 8, noticing the insufficient number of boats on the canal for the conveyance of Salt to the Madras Depôt; the want of water in the canal; the advantage that might be gained by substituting flat bottomed boats without keels for those now in use, and the expediency of constructing landing places at the platform to facilitate the landing of the Salt, I have the honor to submit a letter from Mr. Kennedy, remarking on each point, from which it will be perceived that the want of sufficient depth of water no longer exists, except in the channel immediately around the platforms which is in charge of the District Engineer of the Presidency, and that there are no boats with keels now in use on the canal. Mr. Kennedy has misunderstood, by paragraph 4 of his letter, the Government Order regarding landing places to facilitate the discharging of the boats, which clearly refers to the Depôt at Madras.

No. 2,101, dated 1st November 1861, Reviewing Mr. Clarke's Report on Salt Works.

1 Original letter from Mr. Kennedy, No. 80, dated 27th November 1861.

2. The District Engineer of the Presidency has been requested to report what arrangements could be made to facilitate the discharging of the boats by the adoption of simple mechanical expedients, by which the Salt could be landed with greater rapidity, and I have requested Mr. Kennedy to ascertain if improvement cannot be made on the existing practice of carrying the Salt across the shallow backwaters by the erection of simple piers on wooden piles at intervals along the line of canal.

3. The estimate referred to in paragraph 2 of Mr. Kennedy's letter for the channels round the Platforms, forms an item in an estimate amounting to Rupees 11,965, which has been prepared by the District Engineer of the Presidency at the request of the Collector of Madras, for extensive improvements to the Depôt generally, including a large increase of dimensions to the Platform, but it has not yet been examined in this Office.

From R. KENNEDY, Esq., 1st Assistant District Engineer, to J. H. DOPPING, Esq., 1st Assistant District Engineer, in charge of the District of Madras, dated Adyar, 27th November 1861, No. 80.

SIR,

1. I have the honor to acknowledge the receipt of Extract from Proceedings of Government, paragraphs 7 and 8 of Order dated 1st November 1861, No. 2,101, to which my attention is called.

2. I am glad to say that one of the evils referred to in paragraph 7, namely, the insufficient depth of water no longer exists. With the liberal allowance granted by Government for repairs we have been enabled to improve the canal so far that although the water fell four inches lower last dry season than in previous years no stoppage of the traffic occurred. It is not the less true, however, and this is a very serious drawback, that salt boats were unable to take their full loads owing to the channel commanding the platform being shallower than any other part of the canal, and although it only extends a few hundred yards in length the want of water there, necessitated the under-loading of the boats the whole distance navigated. The range of Cochrane's Canal in my charge is limited by the Basin, and the channel round the platforms is in the charge of the District Engineer Presidency, who, I have reason to know, lately prepared an estimate to deepen it.

Proceedings of Government, No. 2,101, dated 1st November 1861, herewith returned.

3. With reference to the remark, "that a foot of depth might easily be gained by substituting flat bottomed boats without keels, for those now in use," a reference to the Extract

Minutes of Consultation of Government, No. 737, dated 29th March 1859, and my reply thereto, No. 218, dated 14th April 1859, will show that there are no keeled boats in use upon the canal, but that all the boats employed whether for passenger or cargo traffic, are flat bottomed without keels, the fact being that at the place where in other boats a keel is fixed, the canal boats are actually recessed inwards about half an inch; and taking the whole conditions of navigation into account, including economy of original construction, ease of working, and suitability of being navigated by wind, and rope traction, and polling, they cannot be surpassed. These remarks refer to the Northern Canal of which alone Mr. Clarke reports, but on the Southern Canal where as far as the Salt traffic is concerned the conditions are different, a cargo boat especially adapted to those conditions might be introduced.

4. Paragraph 8 refers to landing places, stating that I would no doubt be able to plan some efficient ones. In paragraph 15 it is stated that Mr. Clarke did not visit the platforms at Madras, and I am consequently at a loss to know what locality is alluded to in connection with constructing landing places. No Salt Platform on the Northern Canal has been at any time in my charge, and from what I have seen, it is not convenience for landing the Salt, but for loading it that would be required. The Salt when manufactured is stored along the sides of the Canal as near as possible to points approachable by the boats. In many places along the shallow backwaters the boats cannot get to the shore, and the Salt has to be carried to them through the water, and so far as I know it is only at the Kotars at Madras under the District Engineer Presidency, that landing places could be of any use. I believe that the whole of the operations for the supply of Salt until placed in the Government boats, such as making pans and platforms for temporary storage, &c., are carried on entirely at the expense of the manufacturers. I should be glad to do anything in my power to facilitate the manufacture and transport of Salt on receiving instructions regarding localities, &c., although I hold no supervision in the Salt Department on the Northern Canal at present.

ORDER THEREON, 4th February 1862, No. 116.

Communicated to the Revenue Department, with reference to the orders in that Department, No. 2,101, dated 1st November 1861.

(True Extract.)

W. Bardley. Lieut.-Colonel,
Chief Engr. and Secy. to Govt., D.P.W.

To the Revenue Department.

with 5 spare Copies

Exd. S. T. Augustin.

R 22 Dec/60 Nos. 379, 380
R L Nov/61 — 31

Rev: 1862 Depart.
Pro: of Govt for February
No. 334.

Proceedings of the
Madras Govt. in
the Public Works
Depart.

Dated 4th Feby.
Received 6th 1862.

No. 116.

Communicating letter from the Deputy Chief Engineer — Central Circle relative to the insufficient number of boats on the Canal for the conveyance of salt to the Madras — Depôt, and the want of water in the Canal &c.

No. 260 — 10 Feb.
With 2 orders

No. 196 & 197.

No. 260.

Communicated to
Board of Revenue —
Re canal & road
Platform should be
=ewed as soon as possib

Fort St. George
10th Feby 1862

Copy to the Bd of Rev. with Pro. P. W. No. 116
10 — D. P. W. — 112

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