

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 311

Press
~~Mis.~~

269.270

Dated

14-2-1865.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
14th February 1865.*

No. 269. Read the following Proceedings of the Board of Revenue, dated 20th January 1865, No. 359.

Read the following letter from G. THORNHILL, Esq., Collector of the Kistna District, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Masulipatam, 5th January 1865, No. 1:—

1. I have the honor to forward a letter from Lieutenant-Colonel Anderson to the Secretary to Government, Department Public Works, accompanied by plans* and estimates for a Canal from Masulipatam to the Salt Cotaure at Manginapudi, and copy of a letter from Colonel Anderson to myself on the subject.

* Sent by banghy.

2. The advantages of the plan are so clearly shewn by Colonel Anderson, that it is unnecessary for me to enter into any discussion of them. It is very necessary that some means of communication should be opened between Masulipatam and the Manginapudi Cotaure, where the best salt in the District is produced. The construction and maintenance of a good road, except at an extravagant cost, would be impossible, and a road would serve no other purpose than to carry the traffic. On the other hand, there are great facilities for the construction of a Canal, which, in addition to carrying the traffic, would act as a barrier against inundation, would provide fresh water for drinking purposes where it is now very scarce, and would also, I believe, be found available for irrigation to a limited extent.

3. Under these circumstances I trust the project will meet with the support of the Board, and that, if possible, funds may be made available for commencing the work at once.

ENCLOSURE No. 1.

From Lieutenant-Colonel J. C. ANDERSON, R. E., Superintending Engineer, 2nd Division, to Colonel C. A. ORR, R. E., Secretary to Government, Department Public Works, dated Masulipatam, 24th December 1864, No. 120.

1. I have the honor to submit plans and estimates for a line of navigable Canal from Masulipatam to Manginapudi Salt Cotaure; the length of the canal will be 8½ miles, and the total estimated outlay amounts to Rupees 61,720, which is comprised of the following items:—

	RS.
Widening and deepening the Chinnapur Canal...	2,820
Excavating Canal to Manginapudi Salt Cotaure.	30,900
Turfing side slopes and embankment	4,480
Constructing a Lock at the head of Manginapudi Canal	9,250
Bridge of twenty feet span across road from Masulipatam station and pettah to fort * ...	4,720
Do. across road from station to the beach ...	3,440
Do. across Canal near No. 1 salt platform and on road to Nursapur	3,030
Eight drainage Sluices, at 385 Rupees each...	3,080

Total..... 61,720, or Rupees 7,481 per mile.

2. Mr. Clarke, Member of the Board of Revenue, during his recent inspection of the salt works in this District, pointed out the necessity of opening out a proper communication between Masulipatam and Manginapudi. As I explained to him at the time there is no material for metalling in the neighbourhood at all capable of standing bandy traffic. Metal from Bezoarah would cost about as much as solid brick masonry, and even if the expense and delay in drawing the material from a distance of fully fifty miles, should not be considered insurmountable objections, the very inferior quality of the Bezoarah stone as road metal, would suffice to condemn any project for conveying it to the coast for that purpose.

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3. There would be, however, no difficulty in opening out a navigable canal. A project was submitted in 1856 for a junction canal with the Godavery and Kistna navigation, starting from the Pettah basin at Masulipatam, and terminating on the borders of the District on the Ooptair, the channel which leads from the Colair lake. The canal now proposed may be regarded as a section of that line, which may be continued hereafter when required. Instead, however, of being fed by tidal water, as was designed in the original project, it is proposed to keep the surface water above ordinary high tide level, and to introduce the supply from the Masulipatam Canal.

4. The original starting point, the Pettah basin, is no longer available for a tidal canal, having been cut off from communication with the tidal creek, by the continuation of the Masulipatam Canal to the fort ditch, and if the creek itself were selected in the starting point, the route from the Salt Cotaour to the town would be very circuitous.

5. I propose to follow the original line, that is to pass close to the Pettah basin, and to make the bed two feet below ordinary high tide level, and the surface water two feet above it. This will allow of the drainage water from the town and station being passed readily across the canal, into the cuts which are about to be excavated for draining the front swamp, and as no other water besides a small lockage will enter, no outlet at the terminus will be required for regulating the supply.

6. Bridges (three in number) are provided for in the estimate, and a lock with a chamber 150 by 20, where the canal will leave the main line.

7. Besides affording a convenient communication between the Salt Cotaour and the town, and with the interior of the District, there are several other advantages which will be gained by carrying out the proposed work.

8. The water will be available for drinking by the residents of those portions of the town and station which are not within a convenient distance of the supply of Kistna water, which it is proposed to introduce from the opposite side of the town. The embankment along the canal, which will be thrown up on the sea-ward side, will form a more secure barrier against a tidal wave, than a similar dyke near the sea beach, as the soil will not be exposed to the action of salt water, and as it may be turfed and rendered in every respect more substantial. The depth of cutting at the lowest is four feet, which will furnish an embankment seven feet high above the ground or nine feet above ordinary high tide water (with crest six feet wide and side slopes of two to one). Though this would be overtopped by a wave like that which inundated the place on the 1st November, it would secure the town and station against injury from the severest class of storms, of which there is any record or tradition prior to that extraordinary cyclone. It will be necessary to restore the eastern or sea dyke, but owing to the general lowering which has occurred of the ground which it formerly traversed, and the removal of all the bushes and sand hillocks which covered the space between it and the beach, it will be difficult if not impossible to re-construct it so substantially as to enable it to withstand the force of any considerable storm. Doubtless its strength may be gradually increased by plantations of screw pine and other shrubs, which would favor the accumulation of drift sand, but this would be a slow process, and it would appear very desirable that in the meantime some more effectual barrier should be raised for the protection of the town.

9. Though it is contrary to the standing orders to commence a work at this time of the year, for which due provision has not been made in the Budget, I would urge that an exception may be made in favor of the proposed canal, and that I may if possible be allowed to proceed with it immediately after the approval of the estimates by Government. It is very desirable that the work should be well advanced before the commencement of the south-west monsoon, which would not be the case if it were not sanctioned for execution before the 1st May.

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14th February 1865.*

10. The Statement lately called* for by Government of anticipated expenditure, and as compared with allotments, will shortly shew what sum can be spared during the current year or this and other emergent works, which have been rendered necessary by the late cyclone.

ENCLOSURE No. 1 in 1.—Abstract Estimate.

ENCLOSURES Nos. 2 to 4 in 1.—Specification Reports.

ENCLOSURE No. 5 in 1.—Plan of Survey and Levels.

ENCLOSURE No. 6 in 1.—Plan of Locks.

ENCLOSURE No. 7 in 1.—Plan of Bridges.

ENCLOSURE No. 8 in 1.—Plan of Drainage Sluice.

ENCLOSURE No. 2.

From Lieutenant-Colonel J. C. ANDERSON, R. E., Superintending Engineer, 2nd Division, to G. THORNHILL, Esq., Collector of the Kistna District, dated Masulipatam, 24th December 1864, No. 104.

1. I have the honor to forward a report with plans and estimates on a proposed navigable Canal from the Masulipatam Canal near Chintaguntapollem to Manginapudi Salt Cotaour, and shall feel obliged if you will despatch it, along with your opinion of the project, to the Revenue Board, for submission to Government.

2. The freight I am in the habit of paying for carriage of rough stone by Dhonies is five Pice† per ton per mile. The usual hire of a bandy is 1½ Anna per load, and along the existing sandy track to Manginapudi, the load would not be above half the full standard, or say 480 lbs. or 6 Maunds. A ton being 4½ times as much, the cost of conveying one ton by the road would be 7 Annas, the saving per ton per mile by the water route would, therefore, be Annas 6-7, or for the whole distance of about eight miles, Rupees 3-4-8.

3. The total quantity sold in the last year was, according to your Memorandum, 83,420½ Maunds, or nearly 3,000 tons. Though the whole of this quantity may not have been conveyed to Masulipatam, I conclude that it would not be a high estimate for the traffic, if the Canal were opened, so that apart from benefit to other produce, the saving annually would be nearly 10,000 Rupees if the above figures are correct. The maintenance of the Canal† including the salary of Lock Establishment, would cost little above 1,500 Rupees per annum, which would leave a good balance of profit on the original outlay.

† 150 Rupees per mile for 8½ miles	1,230
1 Lock Gumsahta Rupees 8-4; Lascars 16 for twelve months	288
	1,518

(True Copy.)

(Signed) G. THORNHILL, Collector.

1. Ordered to be submitted to Government in the Department Public Works as requested with the expression of the Board's approval of the project, and the request that, if possible, funds may be allotted for a commencement at once.

2. As a link in the Coast Canal line, and as connecting the salt stores with the navigable Canal system of the deltas, the scheme commends itself to the Board; but it has still stronger

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claims to consideration as a probable means of preventing the recurrence of so terrible a disaster as that recently sustained by the town and neighbourhood of Masulipatam.

Referred to the Revenue Department.

CHEPAUK,
25th January 1865.

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government, P.W.D.

No. 270.

ORDER THEREON, 14th February 1865, No. 311.

Miscellaneous.

The plans and estimates submitted with these Proceedings are approved. Orders will be issued from the Public Works Department in regard to the provision of funds.

(True Extract.)

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

To the Board of Revenue.
,, the Public Works Department.

Exd. S. T. Augustin.

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(True Copy.)

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(True Copies and Extract.)

[Signature]

Secretary.

To Colonel C. A. Orr, R. E., Secretary to Government, P. W. D.,
with four enclosures, and four plans.

„ J. D. Sim, Esq., Secretary to Government, R. D.
„ G. Thornhill, Esq., Collector of the Kistna District.

Exd. J. Wright.

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PROCEEDINGS OF THE BOARD OF REVENUE,

No.

25 July 1865
29-311-
2000 238-

the House and 2000 260-
2-8-05

with these are not

shown - 2000 will

be issued from the date 1865

to the provision of

2000 238-

2000 238-

2000 238-

Submitting letter from the Collector of the Kistna District and requesting that, if possible, funds may be allotted for commencing at once the construction of a Canal from Masulipatam to the Salt Colours at Mangiapudi.

With an order