

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	510	Press ~~Mis.~~
<i>487-88.</i> Dated	24-2-	1868.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Revenue Department,
24th February 1868.*

No. 487. Read the following Proceedings of the Board of Revenue, dated 8th February 1868, No. 963.

Read the following letter from the Acting Collector of Madras, to the Secretary to the Board of Revenue, dated Sydapet, 29th November 1867, No. 409:—

1. Adverting to Board's Proceedings, 7th October 1867, No. 6,399, I have the honor, with special reference to the 27th and following paragraphs, to forward copy of a letter from Mr. Fraser, C. E., from which the Board will observe that

* The estimates for the first two works will be sent as soon as received from the Superintending Engineer, and that for the third work is herein enclosed. estimates* for repairing the lock, for building lines for the Lascars, and for widening certain portions of the canal, have already been submitted by Mr. Fraser.

2. The breaches in the Adyar boat harbour have been repaired, as stated by Mr. Fraser in paragraph 2 of his letter; and in paragraph 3, Mr. Fraser records his opinion that the head works at the Palar should not be undertaken until the extension to Linga Chetty Choultry is taken in hand.

3. As Mr. Fraser proposes to commence the survey shortly, it is clearly desirable that the line of the Palar works should be finally decided on at the same time. Mr. Fraser also proposes to re-examine the line towards Kistnapatam at the same time, and prepare plans for the extension of the canal in that direction also.

4. Both these extensions are important, and should be proceeded with as soon as possible.

5. The Lock Establishment at Shediancoopum appears to have been paid from Imperial Funds by Mr. Fraser,† but not to have been entered in the Budget; it should be charged to Canal Funds in future.

† Copy of his letter, dated 15th November 1867, No. 193, is enclosed.

6. With regard to the question as to whether the ordinary repairs of the canal cannot be performed by the Revenue Department, Mr. Fraser has stated his reasons against such a plan, and I quite agree with him on this point for the following reasons.

7. The canal is incomplete, and certain works connected with it must remain in professional hands; if, therefore, the ordinary repairs be undertaken by the Revenue Department, a double establishment must be maintained. This would not only be costly, but would lead to constant confusion if not to disputes.

8. The canal is liable to fluctuation of depths from river floods, and from the rise and fall of the tide where it traverses the different backwaters and lakes through which it passes; to remedy obstructions arising from these causes, the whole line should be under the general control of one professional head.

9. Besides this, the officials of the Revenue Department have their time fully occupied by their own more immediate duties, and they cannot properly supervise the repairs and clearances of canals without neglecting some other duty.

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10. In conclusion, I trust I may be permitted to remark that the usefulness of the canal, especially the southern branch, will never be properly felt until the junction line through Madras is constructed.

11. The plans for both the high level and low level lines are, I believe, completed, and only await the decision of Government, and allotment of funds for the commencement of the line which may be determined on.

From W. FRASER, Esq., C. E., Executive Engineer, to the Acting Collector of Madras, dated 5th November 1867, No. 182.

1. In acknowledging the receipt of your letter, No. 304, dated 16th October 1867, I have the honour to state that estimates for the first two works, i. e., repairing Shediancoopum Lock, and building lines for the Lock Lascars, were, with plans, sent to the Superintending Engineer on the 5th of September last. An estimate for widening 300 yards in length of the Canal at Jonagapollim, and a similar length at Cusbah, is now forwarded.

We will try the effect of these 600 yards, and if we find that any greater length is required to be widened, it can be done.

There are often fifty or sixty boats being laden at these places, and the Overseer informs me that on one occasion he counted as many as 255 boats.

2. The fourth work, repairing the Boat-harbour at the Adyar, has been disposed of. Plans and an estimate were sent in, but I recommended that until the Government had decided on the line for the Junction Canal, it would be better to expend no more on this work than would make it secure during the coming rains.

This was agreed to, and the breach has been repaired.

3. The proposed head works at the Palar I would rather not design, until I am preparing plans for the extension to Linga Chetty Choultry; because it is not improbable but that I may propose to abandon a portion of the southern end of the Canal in favour of a new line a few hundred yards to the west, where the ground is more favourable, and where the Palar can be crossed more easily than at the present site.

4. As regards the extension of the Canal to Kistnapatam, nothing has been done since January 1865; and, for the position of the question then, I would refer you to the Proceedings of the Madras Government, No. 189, dated 20th January 1865.

The country must be examined again, and plans and sections prepared, preparatory to the framing of a regular estimate.

This examination may be undertaken after the rains.

5. The extension southwards to Linga Chetty Choultry was never surveyed, except when Lieutenant (now Colonel) Chambers, R. E., made a general survey of the whole line of Canal in 1854-55. I shall commence the preparation of plans and estimates for this extension as soon as possible after the monsoon rains are over.

I shall probably have occasion to ask for sanction for the employment of one or two Surveyors for one or two months.

6. As regards Shediancoopum Lock establishment, I have to explain that it has not been the habit of this office to enter the cost of establishments of any kind in the Budget lists, and this is the reason that the Lock establishment was left out.

The establishment is as follows:—

	RS.
1 Conicopillay...	20
1 Assistant do.	12
1 Head Lascar...	8
4 Lascars, at 7 Rupees each ...	28
Total...	68

Add for oil 2½ Rupees, making in all Rupees 70-4-0.

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7. With reference to your question as to whether there was any obstacle to the Revenue Department undertaking the "Ordinary repairs" of both Canals, I have the following remarks to make.

If it is meant by the word "Ordinary" that one class of repairs should be executed by one department, and another and superior class by another department, I would consider this a very expensive arrangement, for the establishment necessary for the execution of the latter could undertake the former.

If the general management of the Canal is meant to be transferred, I would consider it objectionable for the following reasons:—

I. You should provide and organize an establishment similar to the present one from the Engineer down.

II. The idea that prevails to a certain extent that you might, from time to time, call upon the Public Works Department for professional advice, and for plans, estimates, &c., if carried out, would lead to endless trouble and delay.

At one time you would be advised by one officer, again by another; and neither of them having much personal knowledge of the work, would probably advise the adoption of something which would be incongruous with what had been done before: Engineers differ as well as Doctors, and, in one case as much as in the other, a variety of treatment is not beneficial.

III. It is not correct to suppose that the management of the East Coast Canal requires no technical skill. If it were a still fresh water Canal with all the works completed, its management would be comparatively easy; but, as it is at the sea level, with the river bars sometimes open and sometimes shut, with the water surface always varying in height, being subject to variations from both tides and floods, a reference to the levelling instrument is constantly necessary: without its use, works cannot be marked out for execution, nor can they be accurately measured when finished. Unless the level is used, a Contractor might be paid for a great deal more or less work than he had done; but his being paid for less would probably be a rare event.

IV. It seems to be intended that important repairs, improvements, and extensions, should still remain in the hands of the Public Works Department; and if this be so, it were better that the whole work should be under the same control: a divided control or responsibility would be injudicious; and, as I said before, the establishment necessary for the greater, could manage the lesser works.

V. The Canal is not yet quite completed. It is still capable of much improvement, and I doubt whether any but the constant care of a competent Engineer, who had an interest in the improvement of the work, would be successful in making it what it is capable of being made.

VI. It appears to me that the Revenue Department possess, at present, all that they can wish for in connection with this Canal: an Engineering and subordinate establishment, having charge of the existing main navigations, and of all the minor navigations, such as salt channels, &c., connected with it, also charged with the preparation of plans and estimates for the Junction Canal through Madras, of the extensions north and south, and of every other work connected with the Canal.

This appears to me to be all that you can wish for, with the exception that it is (in my opinion) desirable that there should be closer intercourse between the Revenue Department and the Engineer, so that the former might be kept constantly and immediately informed of his proceedings on matters in which the Revenue Department is, almost, alone interested. One desirable result of such an arrangement would be the prevention of the misconceptions and confusion which sometime arise at present.

So far as I am personally concerned, some arrangement of this kind would be gratifying, as it would be very satisfactory and useful to me to have the opportunity of occasionally discussing the works I am engaged on with some one who took an interest in them.

(True Copy.)

(Signed) G. THORNHILL,
Acting Collector.

*Proceedings of the Madras Government, Revenue Department,
24th February 1868.*

From W. FRASER, Esq., C.E., Executive Engineer, to the Acting Collector of Madras, dated 15th November 1867, No. 193.

Referring to your letter No. 338, dated 14th instant, I have the honour to inform you that the Shediancoopum Lock Establishment is paid from *Imperial Funds*, under Government Order No. 68, Revenue Department, dated 12th January 1864.

(True Copy.)

(Signed) G. THORNHILL,
Acting Collector.

ENCLOSURE No. 3.—Estimate.

1. The foregoing letter is a reply to the Board's Proceedings, dated 7th October 1867, No. 6,399, reviewing the Supplemental District Road Fund Budget of the current official year, in the Madras District, and such points as require orders are noticed below.
2. The estimates for repairing the Shediancoopum lock, and building lines for lock-keepers, are stated to have been forwarded to the Superintending Engineer, 4th Division, on the 5th September 1867. The Superintending Engineer is accordingly requested to submit them to the Board, at an early date, if they have not already been laid before Government for sanction.
3. The estimate, amounting to Rupees 2,510, for widening portions of the northern canal at Jonagapolliem and at Kusbah, received with the present letter, will be submitted for the sanction of Government, with reference to paragraph 2 of the Board's Proceedings, dated 27th January 1868.
4. As regards repairing the boat harbour at the Adyar, Mr. Fraser states that he has forwarded plans and estimates for the work, but that until Government decide on the line for the Junction Canal, it would be better to make no present outlay on the work beyond making it secure. The Board accordingly request that the early orders of Government in the Public Works Department may be obtained on this point.
5. Mr. Fraser also proposes to defer preparing designs for the head works at the Palar, until he completes the preparation of the plans and estimates for the extension of the southern canal to Linga Chetty Choultry. The Board desire to know when Mr. Fraser is likely to be able to lay the plans for the latter work before them.
6. Regarding the extension of the northern canal to Kistnapatam, Mr. Fraser states that nothing has been done since January 1865, that the country must be examined again, and that the necessary plans and sections must be prepared before framing a regular estimate for the work, though in paragraph 2 of their Proceedings, dated 22nd January 1868, No. 183, Government have remarked that the plans and estimates were approved some years ago. The Board would, therefore, suggest that, in view to a portion of the Canal Funds being expended during the current official year, for the purpose of affording relief to the able-bodied poor, Mr. Fraser should be directed to proceed to the spot and to arrange for the preparation of the requisite estimates for the work, and for the immediate execution of such portions of it, in anticipation of sanction being obtained to the plans and estimates, as can conveniently be undertaken.

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7. The cost of the Shediancoopum Lock Establishment should be debited to the Canal Fund; but as it is provided for in the Public Works Budget of the current official year, the Board direct that it be charged to the Fund from the commencement of the ensuing official year. This will relieve the Public Works Budget of the ensuing year to the extent of Rupees 816, provided under the head of Conservancy Establishments.

No. 488. ORDER THEREON, 24th February 1868, No. 510.

Local Funds, No. 22.
Civil Works.

1. The Government sanction the estimate amounting to Rupees 2,510 for widening portions of the East Coast Canal.

2. The other subjects noticed in the Board's Proceedings will be referred for consideration in the Department Public Works.

(True Extract.)

(Signed) F. BRANDT,
Under Secretary to Government.

To the Board of Revenue.
.. the Accountant General.
.. the Department Public Works:

Exd. S. T. Augustin.

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24th July 1868.

No. 22 October 67 1128-9
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PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 8th February 1863.

Depy Secy
Secy
Commr of C. & P.

No. 963.

Submitting to Government estimate for
widening portions of the Northern Canal at
Jonagapoliem and Kusbab, in Madras District
requesting early orders in regard to repair of
Boat-harbour at Adyar, and desiring Superin-
tending Engineer 4th Division to forward esti-
mates for repairing the Shediancoopum Lock
and building lines for Lock-keepers.

No 570. 26 Feb

No 487-488
15 Feb 68 A.W.