

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT

G.O. No. 2475	Press
70-71	
Dated 15/ September 1889	

Not to be folded or roughly handled

*Proceedings of the Madras Government Revenue Department,
1st September 1869.*

No. 20. Read the following Proceedings of the Board of Revenue, dated 17th August 1869, No. 6,151 :—

Read the following letters :—

From E. G. R. FANE, Esq., Collector of Madras, to the Acting Secretary to the Board of Revenue, dated Sydapet, 4th August 1869, No. 251.

With reference to paragraph 12 of the Board's Proceedings of the 3rd May 1869, No. 2,963, I have the honour to state that I am unable to recommend any further expenditure on the East Coast Canal this year, as I find that the funds of the canal instead of showing any balance as anticipated, show a deficiency of some 12,000 Rupees, as Mr. Fraser appears from his Progress Reports to have spent almost all the 15,000 Rupees sanctioned in the Budget, whereas the tolls which might have been ere this expected to have realized some 20,000 Rupees out of the estimate 43,000 for the year, have realized only less than 1,000 Rupees.

2. For the reason also of their being no funds, there will be no incomplete works from them this year. The statement, therefore, promised in my letter of the 24th June last need not be furnished.

3. I enclose, however, a statement showing the actual state of the Canal funds and the amount expended up to March last upon the extension of the canal.

ENCLOSURE No. 1.

STATEMENT showing state of funds under the head Cochrane's and Sadras Canal Fund.

Items.	Amount.	
<i>Canal Fund.</i>		
Estimated balance on the 1st April 1869.....	Rs. 99,150	A. P. 0 0
Estimated receipts during 1869-70.....	43,500	0 0
Total...	1,42,650	0 0
Estimated charges in 1869-70.....	40,210	0 0
Balance...	1,02,440	0 0
Actual balance on the 1st April 1869.....	809	6 5
Actual receipts up to June 1869.....	819	3 9
Total...	1,628	10 2
Actual charges of all kinds up to June 1869.....	13,678	8 7
Debt.	12,044	14 5
Expenditure on the extension of the East Coast Canal up to 31st March 1869.	71,044	4 1

SYDAPET,
4th August 1869.

(Signed) E. G. R. FANE,
Collector.

From G. THORNHILL, Esq., Acting Collector of Madras, to the Acting Secretary to the Board of Revenue, dated Sydapet, 14th August 1869, No. 268.

I HAVE the honour to forward copy of a letter* from the Superintending Engineer giving cover to a letter from Mr. Fraser, Civil Engineer, regarding the state of the East Coast Canal between Madras and Pulicat, with the letter in question and an estimate for Rupees 37,610 for effecting such clearances in the canal as were thought absolutely necessary to enable navigation to be resumed.

2. Mr. Fane pointed out to the Board in his letter of the 4th August, No. 257, that not only were all the Canal funds exhausted, but that a debt of 12,000 Rupees had been incurred on the extension works beyond Doogarazampattam.

* Original dated 27th July 1869, No. 2,349, with enclosures, (to be returned.)

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3. This failure of funds has been brought about entirely by the stoppage of the navigation in the canal and consequent loss of tolls.

4. The canal has been closed to navigation absolutely for some four or five months, and from Mr. Fraser's letter I gather that it has so seriously silted up that, unless it is now cleared, the navigation will be difficult whenever the water may fall a little below its full height.

5. The income from the canal has been very good, and a considerable surplus had accumulated up to last year. This, however, has all been expended in extending the canal to the northwards; while that portion close to Madras, and without which the extension would be useless, has been gradually deteriorating until at last it has almost ceased to be navigable.

6. It is difficult to estimate the loss to the public by the closing of the canal and the stoppage of the firewood boats; but the fact that there are at this moment fifteen lacs of maunds of salt lying in the pans waiting for transport to Madras will enable the Board to form some idea of the risk which the Government is running by the stoppage of the canal.

7. There is some little water in the canal south of Pulicat, near which place it has been banded to keep in the water, and Mr. Fraser has been addressed on the subject of getting the boats past that band (for they are all now lying to the north of it) and enabling the Salt Deputy-Collector to get his stores down to the depot.

8. The want of clearances has been, I believe, before this brought to notice by Mr. Fraser.

9. At present I beg very strongly to urge that some provision may be made for at once clearing the canal between Pulicat and Madras in order that navigation may be resumed and, through the tolls, funds may be made available for perfecting the clearances and eventually for going on with the extension.

10. At the same time, I would respectfully urge that the existing canal should be put in thorough working order before more money is devoted to works of extension.

11. Another point I would respectfully lay before the Board is, that the canal should be made, if possible, independent of supplies of fresh-water; it is below the sea level, and is to all intents and purposes a salt-water channel, and yet for want of proper inlets from the sea it has become virtually dependent on fresh-water to keep it navigable, and a season of drought has been as inimical to it as to any fresh-water reservoir.

Enclosure No. 1.

From Lieutenant-Colonel J. BEAN, R.E., Acting Superintending Engineer, 4th Division, to the Collector of Madras, dated Camp at Yanipett, 27th July 1869, No. 2,249.

I have the honour to forward copy of a letter,* from Mr. Fraser, Executive Engineer, East

- Enclosures.*
1. Copy of letter from Mr. Fraser.
1. Estimate.
1. Specification.
1. Proceedings of Board of Revenue.
*No. 71, dated 16th March 1869.

Coast Canal, together with a specification and estimate amounting to Rupees 37,610, for deepening the northern canal from Elephant-gate bridge to Pulicat lake.

2. Mr. Fraser promises to send a further estimate for completing the excavation of the canal as far as Doogarazupatnam.

3. I hereto enclose copy of Board's Proceedings, No. 2,709, dated 22nd April 1869, recording an endorsement which I sent on a letter of the Executive Engineer's in March last, pointing out the extreme shallowness of the canal, and the necessity for more extensive measures being taken towards deepening its bed, than what the annual maintenance grant afforded. Mr. Fraser pointed out that any further reduction in the depth of water would stop the traffic, and he now reports that the salt boats cannot use this canal, as a depth of water from 4½ to 5 feet below mean sea level must be maintained to keep the navigation open.

4. I agree with the Executive Engineer in his opinion that ten yards average breadth of excavation is not too much, and that if funds were available a greater width might be adopted to allow of the sloping in of the sides.

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5. I have requested Mr. Fraser to submit a longitudinal section of the canal showing the relative depths of present bed and proposed cutting.

6. As regards the funds required to meet this outlay, I am not aware whether the Board are prepared to sanction a transfer of a portion of the sum available for the extension of the canal to this work, the utilization of which is referred to in paragraph 2 of their Proceedings, No. 2,969, of the 3rd May 1869.

7. The probable amount which will be available for the extension of the canal is shown to be Rupees 1,02,440 at the close of 1869-70, unless the proposed outlay of Rupees 15,000 this year is increased. I am in expectation of the Executive Engineer's report on this subject, but as the season is advancing, there must remain a balance available for the improvements of the existing line to Doogarazupatnam.

Enclosure No. 2.

From W. FRASER, Esq., C.E., Executive Engineer, East Coast Canal, to the Superintending Engineer, 4th Division, dated Mount Road, 19th July 1869, No. 71.

In my letter, No. 225, dated 26th March 1869, I had the honour to report the sudden reduction of the height of water in the canal, and

Enclosure—One Estimate.

that I had put coolies to work to remove the worst shoals. I remarked, in conclusion, that "I was in hopes that the cost of maintenance would not be so great in 1869-70 as it was during the current year, but that the water having fallen so low so early in the season, and the increased draft of the large cargo boats lead me to believe that it will cost a considerable amount to keep the navigation in proper condition." The shallowest parts were deepened, and estimates were being prepared to meet the condition of the canal; when towards the end of April and in May the water fell so rapidly that on the 20th of May it was three feet below mean sea level.

2. The effect of this reduction on the navigation was to stop it altogether, as many parts between the basin and Sheddienkuppam lock became almost quite dry. That this should be the case will be easily understood when it is known that this reach of the canal has always been maintained at a depth of about three-and-a-half feet below mean sea level, as the water rarely falls, in the driest season, more than a few inches below that level.

I put all the coolies I could procure to open the shallow places so as to keep the navigation open; when, on the 2nd June 1869, I received your memorandum, No. 1,150, dated 1st June 1869, directing that the expenditure on all works should be kept within the allotments for the year. Similar orders were subsequently received, and of course I had to stop the works.

3. The canal was again measured, and estimates to suit the altered water level prepared, and I have now the honour to submit that for the first twenty-five miles, from the Elephant-gate bridge to Pulicat lake, amounting to Rupees 37,610. The remainder of the estimate up to Doogarazupatnam will be sent in tomorrow.

4. I have gone through this estimate several times with the object of reducing it; but I find that all I can do in this direction without making the whole work inefficient, is to leave out the slopes, and to deepen for only ten yards in width all through, except at a few places near Madras where a greater width must be maintained.

Ten yards is the general width of the bed of the canal all through. The depth I have adopted is one-and-a-half to two feet below the lowest water observed. This depth, if the estimate is sanctioned, will enable me to open the navigation at once to all but the heaviest cargo boats, as the water is now raised about twelve inches (to two feet below mean sea level), and although it will probably fall again, it is not likely to fall so low as it was before.

5. It is absolutely necessary that the navigation should be opened throughout immediately. It will soon become imperatively necessary to convey the salt from the pans to Madras, and also to provide for the conveyance of firewood from the northern jungles. The general trade has

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suffered considerably from the partial closing of the navigation, and of course the collection of tolls has altogether ceased, for no boats can now come to Madras.

6. The deepening now proposed, and which really must be done if the canal is to be opened at all, although costing a considerable sum, will be a vast improvement, and be the first step towards that general improvement which the navigation requires. The canal, notwithstanding its many deficiencies, pays well, and there can be little doubt but that if placed in a thoroughly efficient condition it would pay still better.

7. I am quite aware that the width I have estimated for, that is, ten yards with no side slopes, is not sufficient for this canal; for the sides will fall into the natural slope of their materials, and reduce the bottom width to perhaps five yards, and thus reduce the efficiency of the canal.

But I am so desirous of being placed in a position to open the navigation speedily so as to make it profitable, that I am unwilling to incur the risk of delay by increasing the amount of the estimate.

In conclusion, I would again direct attention to the imperative necessity of opening the canal immediately on account of the transmission of salt. It would be a great risk to leave the salt in the pans until much later in the season, and there is no other way of bringing it to Madras except by the canal.

(True Copy.)

(Signed) J. BEAN, Lieut.-Col., R.E.,
Ag. Supp. Engineer, 4th Division.

ENCLOSURE No. 3.—Estimate.

ENCLOSURE No. 4.—Specification Report.

ENCLOSURE No. 5.—Copy of Board's Proceedings, No. 2,709 of 1869.

These letters will be submitted for the orders of Government.

2. When the Local Fund Budgets were submitted to Government, it was expected that, after providing for charges, the Cochrane's Canal Fund would have a balance of more than a lac of Rupees at the beginning of the year. This expectation has been disappointed. The balance at the beginning of 1868-69 was greater than was expected by Rupees 17,604, but the receipts were less by Rupees 11,852 in consequence of the bad condition of the canal, and the expenditure was greater by Rupees 86,493, Rupees 71,044 of which was spent on the extension of the canal.

3. Thus the present year commenced with a balance of Rupees 809, and the receipts up to June were only Rupees 819, the water of the canal having got lower and lower in consequence of the long continued drought, whilst the charges had amounted to Rupees 18,674. The Fund is now in debt to the amount of Rupees 12,045, and Rupees 37,610 is imperatively required for clearing and deepening the canal between Pulicat and Madras. The other portion of the canal from Pulicat to Dograuram also requires deepening, but no estimate of the cost has been submitted.

4. The fact that the canal was so shallow that deepening was necessary, was brought to the Board's notice in the letter recorded in Board's Proceedings, 22nd April 1869, No. 2,709, and the Acting Superintending Engineer, 4th Division, then promised that the requisite estimates should be submitted through the Collector, but the one now under consideration is the first that has been received.

5. The Board entirely concur with Mr. Thornhill as to the desirability of completing this work as quickly as possible. If it were only on account of the Salt trade, it is absolutely necessary that it should be done.

6. In Government Order, Public Works Department, dated 10th March 1869, No. 912, Government stated that an application would be made to the Government of India for a loan of Rupees for completing the extension northwards to Krishnapatnam. If sanction has been

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received for this loan, the Board earnestly recommend that a portion of it be advanced for clearing and deepening the part of the canal already in existence. Before the extension is completed, this money will probably be recouped by receipts from canal dues.

7. The last paragraph of Mr. Thornhill's letter suggests matter for professional inquiry. Mr. Fraser's attempt to open a communication between the Ennore lake and the sea was only partially successful this year.

8. Pending the orders of Government on these Proceedings, the preparation of the report called for in Board's Proceedings, 3rd May 1869, No. 2,969, should be proceeded with, as funds will be available directly the proposed loan is sanctioned.

9. In his letter of the 4th August, the Collector states that he is not prepared to recommend further expenditure, and has no list of incomplete works to submit, because there are no funds, and Mr. Fraser states that when he received Colonel Bean's memorandum of the 1st June 1869, No. 1,150, directing that the expenditure on all works should be kept within the allotments for the year, the work of deepening shallow places was stopped. Considering the importance of the matter, and the fact that the Government of India had been applied to for a loan, the Board regret that work on the canal was stopped without consulting them. If the Collector had given the Board earlier information as to the state of the Fund, the necessity for such extreme measures might have been avoided.

10. Mr. Fraser's estimate for deepening the canal from the Elephant-gate bridge to the Pulicat lake, is submitted for the sanction of Government.

No. 21.

ORDER THEREON, 1st September 1869, No. 2,475.

Local Funds, No. 3.

Civil Works.

THE Right Honourable the Governor in Council has ascertained that the canal is now open for salt-traffic, and it is hoped that the supply of water will not fall to any serious extent before the setting in of the north-east monsoon.

2. His Lordship in Council is unable to pass orders on the Board's Proceedings, without further explanation of the accounts of the Canal Fund.

3. When submitting their Local Fund Budget for 1869-70 with their Proceedings, under date 8rd December 1868, the Board reported (paragraph 21) that the expected balance at the credit of the Cochrane and Sadras Canal Fund on 1st April last would be Rupees 99,150. It now appears that the actual balance on that date was only Rupees 809. The Board only partially explain this in paragraph 2 of their Proceedings. They observe that the balance at credit at the beginning of 1868-69 was greater than was expected by Rupees 17,604, but that the receipts during that year were less than the estimate by Rupees 11,852. According to these figures the actual balance at credit on 1st April 1869 should have been Rupees 1,04,902; but the Board go on to explain that the expenditure of the year was greater than the estimate by Rupees 86,493, so that the real balance should apparently have been Rupees 18,409 instead of only Rupees 809.

4. It further appears from the Proceedings now under consideration that a sum of Rupees 71,044 was expended on the extension of the canal to the north during 1868-69, though, so far as the Government are aware, the Budget of that year only provided for an expenditure of Rupees 9,000 on construction. Again, from paragraph 9 of Mr. Fraser's letter, under date 9th August 1869, No. 95, printed in the G. O., dated 20th August 1869, No. 2,735, Public Works Department, it appears that the Board made an allotment of Rupees 86,250 for this work during the current year, i.e., on the 3rd May last, on which date, according to present accounts of the Fund, there were no assets available.

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5. The Government consider the state of the Canal Accounts to be altogether so unsatisfactory that all outlay should be immediately discontinued, and Mr. Fraser should be required to attend at the Board, at once, with all his accounts, both for the past and present official years, in order that the whole matter may be sifted, and if possible cleared up.

(True Extract.)

(Signed) R. A. DALYELL,
Acting Secretary to Government.

To the Board of Revenue.
„ the Public Works Department.
„ the Accountant-General.

Revenue 1869 Oct.
No. 2775

Proceedings of the
Board of Revenue.

Date 17th August 1869.
Desd - 17th - 00-00-
Recd - 18th
Encls 2.
By Order J.

Canal - between Pukhet
and Madras - Letter on
from Comr of Madras on
subject of deepening,
submitted to for.

2 April/69 No 36-37
29 June - 644-615
1 July - 5-27

C. 28 24 Sept 69 Recd

Govt. of 1869

REVENUE.

THE BOARD OF REVENUE.

1st September, 1869.

Recd. 3rd.
G. O. 1st September 1869, No. 2,474.

SEPTEMBER.

No. 20-21.

East Coast Canal. - Passing under and
reference to the unsatisfactory state of the accounts
connected with it.

Rev's Department

Proceedings of the Hudsona Government
Under date the

Read the following
Proc of the Bd of Revs

Subj. letters from Bolls
of Hudsona on the subject of
deepening Canal between Pu
licent & Hudsona

(H. C. J. 1898)

The estimate for
deepening the Cochran's
Canal from the Bluff Point
Gate Bridge to the Outlet
Lake amounting to \$10,000
is submitted, and covering
the very urgent claims
of the work, and the amount
of \$10,000 which the
Revs will suffer from further
delay the Bd are authorized

W. H. J.
for
for

No 2475 Rev. Genl.
Pro: of the La. Mar. Corp.
Under date the 13th Sept.
Read the following Pro.
of the 13th of Sept.
W. E. 17 August 1869

At the H. C. Convention
The Genl. has ascertained

that the Canal is now
open for salt traffic and
it is hoped

that the supply of water
will not fall to any
serious extent
before the setting
in of the N. E. Monsoon.

2. His Lordship is unable

to pass orders in the
Board's Proceedings without

further explanation of
the Accounts of the
Canal Fund.

3. When submitting their
Local Fund Budget for
1869-70 with their Progs
under date 3rd Dec 68. the
Board reported (para 11)

That the expected balance
at the credit of the Lockman & Harlow
Canal Fund would be Rs 99,150.

It now appears that the
actual balance ^{on that date} was only
Rs 809. The Board only
partially explain this in
para 2 of their Proceedings.

They observe that the balance at credit
at the beginning of 1860-69 was
greater than was expected by
Rs 17,604, but that the receipts
during that year were less
than the estimate by Rs 11,852.

According to these figures the
actual balance at credit on
1st April 1869 should have
been Rs 104,902, but the Board go on to
explain that the expenditure
of the year was greater
than the estimate by Rs 86,498.
That the real balance
^{apparently} should have been Rs 108,404

instead of only Rs 809.

4. It further appears
from the Proceedings now
under consideration that
a sum of Rs 71,044 was
expended on the extension
of the Canal to the north
during 1860-69, though
so far as the fact are
aware the budget of
that year only provided
for an expenditure of
Rs 9000 on construction.

Again from para 9
of Mr Francis letter
under date of Aug 16/69
para 95 it appears that
the Board made an
allotment of Rs 86,150
for this work during
the current year, i.e.

Memorandum in H. G. D. dated
20 Aug 1869 No 2735. P.O.D.

on the 31st May last, on
which date according
to present accounts of
the fund there were no
assets available.

The fact considering the
state of the ~~fund~~ fund accounts
to be altogether so unsatisfactory
that all inquiry should be
immediately discontinued
and Mr. Bruce should
be required to attend
at the Board at once,
with all his accounts both for the past & present
in order that the whole
matter may be sifted and
if possible cleared up.

[Signature]

14 Little St. Paul's Church, Deptford
21 - Deptford
6 - Ashford