

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	883	Press ~~Mis~~
86-37	Dated 2-4-1869	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
2nd April 1869.*

No. 36. Read the following Proceedings of the Madras Government in the
Public Works Department :—

Passing orders on papers relative to the extension of the Northern Canal to Kistnapatam, Nellore District, and the arrangements necessary to ensure its early completion. } (Here enter 19th March 1869, No. 912.)

No. 37. ORDER THEREON, 2nd April 1869, No. 883.

Miscellaneous.

ORDERED to be recorded.

(True Extract.)

(Signed) H. WELLESLEY,
Acting Under Secretary to Government.

Exd. F. R. Bantleman.

No. 548.

Read the following:—

MINUTE BY HIS EXCELLENCY THE PRESIDENT.

I. On my recent excursion to Nellore, I had an opportunity of inspecting the progress of the Northern Canal, which is being carried on towards Kistnapatam, under the direction of Mr. Fraser. The work appears to be satisfactory. About seven miles have been opened for navigation. The money with which the undertaking was resumed is, however, nearly exhausted, and, unless additional funds are soon provided, this useful vehicle of transport will again be arrested in the middle of the sand-waste, without having attained a terminus convenient for traffic. The expediency of prosecuting the excavation, as far as the Kistnapatam backwater, was strongly pressed on my attention by the Collector and the inhabitants of Nellore, and it is for this purpose that I submit the following suggestions to Council.

II. The whole cost of continuing the canal from Doogoorazpatam to Kistnapatam was estimated some years ago to be Rupees 2,35,000. It would scarcely be safe to assert that the works could now be satisfactorily completed for much less than Rupees 2,80,000. The accumulation in hand amounted to rather more than Rupees 80,000 when operations were begun last year. We therefore require about Rupees 2,00,000. I propose that this amount should be raised by a loan on the revenues of the canal, which might be advanced by the Supreme Government, at the rate of ten per cent. per annum; five per cent. as current interest, five per cent. to be employed as a sinking fund for the extinction of the capital of the debt.

III. The average annual income during the last three years has been rather more than Rupees 44,000. The average annual expenditure for maintenance during the same period has been rather more than Rupees 13,000. These figures represent the revenue and expenditure on the Northern and Southern Canals together, which may be justly regarded as the disunited members of a single work, of which the northern section is the most important and profitable. The aggregate revenue thus exceeds the aggregate expenditure by about Rupees 31,000 per annum. I do not, however, propose to consider the surplus revenue as so large. It is desirable to keep a considerable balance of revenue in hand for emergencies and current improvements on the older portion of the work. But we can with perfect safety assume the permanent available surplus revenue at Rupees 20,000, which is exactly the interest at ten per cent. of the sum which I propose to raise.

IV. It may be urged that we should at once contemplate a greater extension. I think not. Continued to the Kistnapatam backwater, the canal would reach a good commercial terminus. It would be brought into connection with a natural waterway, which penetrates for several miles westwards along the skirts of the great rice field of the Pennair river. The shore of the backwater would become, as Mr. Dykes observed to me, a long wharf, at which the produce of the district would be embarked for Madras. I do not mean to disparage the project of a further extension hereafter. Not only the Delta of the Pennair, but the Deltas of the Kistna and Godavery ought to be placed in connection with the Madras market by internal navigation; but the more contracted scheme can stand by itself, it is a good one, it is a cheap one, it is easy, it is within our reach; we ought, in my

REVENUE.

Dated April, 20,

Recd.

G. O., 2nd April 1869, A. No. 883.

APRIL.

Nos. 32-37.

Northern Canal.—Orders on the Governor's
Minute relative to its extension to Kistnapatam,
recorded.

*Proceedings of the Madras Government, Public Works Department,
19th March 1869.*

humble judgment, to deal with it first, leaving the development of the enterprise on a greater scale to other times and hands. The surplus revenue of the canal, which can now carry it to the Pennair, may carry it to the Kistna at a later period.

V. It has been suggested to me that another attempt might be made to obtain from the Supreme Government the refund of the revenues of the canal, which had accumulated to the amount of more than three lacs before the canal was declared to be a local work, and which were poured into the Imperial Treasury. It has been also proposed to apply for a special grant. I think that these expedients may properly be reserved for other objects in connection with the canal, such as the junction of the Northern and Southern Canals in the town of Madras should that scheme be eventually approved, or the extension of the Southern Canal in the direction of the Cauvery Delta, to which it should eventually tend. We have before us a limited but useful project and a legitimate means of executing it, the Kistnapatam extension and a loan to do it with. I would begin with these.

VI. The Government was requested, in an address presented to me by a deputation of the citizens of Nellore, to cause the canal to be widened and deepened so as to admit of the use of steam tugs. I submit that the Department of Public Works be invited to give an opinion as to the feasibility of this proposal, and to state approximatively what would be the cost of enlarging the Northern Canal from Madras to Kistnapatam, so as to make it available for flat-bottomed steamers. I do not anticipate that we shall be able to entertain the project at present, but it would be interesting to obtain some notion of the cost which would be involved, and it would be satisfactory to the people of Nellore to know that their wishes had been considered.

VII. The design which I submit to Government is one in which not only the city of Madras and the irrigated lands in Nellore are concerned. It bears upon the general question of irrigation and revenue. The extensive works of irrigation which are being undertaken promise to accumulate great masses of wet produce on particular restricted localities. Unless transport is provided for these food-stuffs they will fall in price, become a burden to the local producer, and discourage the farmer from converting dry land into wet, and availing himself of the water offered by Government. If Government desire to secure and extend their wet revenue they must provide not only the means of production but the means of evacuation and carriage. The double project for extending the irrigation of the Pennair on its northern and southern banks will, after the lapse of about eight years, afford the means of watering about 120,000 acres of land, only a small portion of which is now insecurely supplied. It surely behoves Government to take timely measures for putting in motion and circulation the immense addition which will thus be made to the food-supply of the country.

VIII. My attention was called by Mr. Fraser to the fact that the payment of dues on the Northern Canal is now occasionally evaded by the proprietors of boats, who land goods at Ennore, which are then carried into town by the road, the boat returning empty to the north. There is no control exercised over boats except at the lock, where tickets are issued, and at the basin, where the dues are levied. A boat which does not pass the lock eludes payment. Mr. Fraser entertains the impression

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19th March 1869.*

that abuses of this sort would be prevented and a higher revenue secured if a system of licenses was introduced, and if the tonnage dues on loaded boats were abolished. It appears to me that it would be desirable to recommend this question to the consideration of the Collector of Madras, who should present a report, in conjunction with Mr. Fraser, on the alleged irregularities, and on the best method of securing the highest amount of revenue on the canal consistent with the development of navigation.

(Signed) NAPIER.

MADRAS,
28th February 1869.

No. 549. Minute by the Honorable H. D. PHILLIPS.
(Here enter 28th February 1869.)

No. 550. ORDER THEREON, 19th March 1869, No. 912.

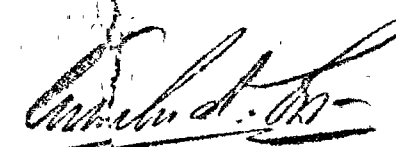
CIVIL WORKS, No. 77.

1. As suggested by His Excellency the President, an application will be made to the Government of India for a loan of two lacs of Rupees for completing the extension of the Northern Canal from Doogoorazpatam to Kistnapatam.

2. Paragraph 6 of His Excellency's Minute will be communicated through the Superintending Engineer of the 4th Division to Mr. Fraser, who will prepare and submit an estimate of the probable cost of widening and deepening the canal from Madras to Kistnapatam to render it practicable for steam tugs.

3. Paragraph 8 will be communicated through the Board of Revenue to the Collector of Madras with a view to his reporting in conjunction with Mr. Fraser on the alleged evasion of canal dues and on the best method of securing the highest amount of revenue on the canal consistent with the development of navigation. The Collector will submit a set of draft rules for the control of boats using the canals in the Madras and Nellore Districts.

(Here enter No. 913, dated 19th March 1869.)
(True Extract.)



Colonel, R. E.,

Secretary to Government.

To the Superintending Engineer, 4th Division.
" Board of Revenue.
" Revenue Department.
" Controller of Public Works Accounts.
" Accountant General.

Exd. S. T. Augustin.

Revenue Office
N-903.
Govt. of Madras.

PUBLIC WORKS.

THE CHIEF ENGINEER,
PUBLIC WORKS,
MADRAS.

Dated Madras, 22nd Feb.

1893.

H. O. With Encl. No. 12

Pro- of the Board of Works 28
May 1869 @ 1893

MADRAS.

No. 12-1893

And, in Order, Passing, orders for
papers relative to the extension of the
Southern C. L. to Kistnapur, N. S. S. S.
District, and the action, and the necessity
to construct a railway line.

N-883.

RECORDED.

22.04/1893.

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