

MADRAS RECORD OFFICE.

Government of Madras.

Public Works

DEPARTMENT.

G.O. No.

Press
Mis.

Dated

18

Not to be folded or roughly handled

No. 67. Read the following letter from Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, dated 14th December 1857. No. 5943.

SIR,

1. In re-forwarding copies of letters, noted in the margin, from Messrs. Brice and Co. and the Collector of Canara, I have the honor to state, with reference to Extract from Minutes of Consultation of the 28th January 1857, No. 212, and in continuation of my letter No. 9516 of the 16th idem, that the length of the Coomptah and Tuddry Canal is 5,761 yards, and that the rate of Toll proposed to be levied on it, being 1 anna & Candy for the whole distance, is equal to 1-65 anna & ton & mile.

2. The District Engineer having been applied to for information regarding his estimate of Rupees 372 for the annual maintenance of the Canal, has furnished a revised estimate, amounting to Rupees 720 for the support of a Conservancy Establishment as shown in the margin, and I would recommend its adoption in preference to the smaller one as Lieutenant Goddard's inexperienced alone leads him to adhere to his opinion of the adequacy of the latter.

3. The cost of maintenance being taken at Rupees 720, and that of Collecting the Toll at Rupees 240* by deducting the sum of these from the receipts, as estimated by the Collector, viz. Rupees 3,100 there remains Rupees (2,190) two thousand, one hundred and ninety per annum, or 6 & Cent on the outlay; but as the Collectors calculations are based upon a very low estimate of the traffic, the returns may be safely expected to reach 10 & Cent.

Letter from W. FISHER, Esq., Collector of Canara; to Colonel C. E. FABER, Chief Engineer, dated Mangalore, 22nd December 1856, No. 41.

SIR,

I have the honor to acknowledge the receipt of your letters Nos. 7612, and 5818 (respectively dated 15th August and 30th October) calling for a report on the probable amount of traffic to be expected on the Coompta and Tuddri Canal, and an opinion as to the best method of assessing and levying a toll on goods passing through it, with a view to defraying the cost of maintenance, and affording a fair return for the capital laid out on the work.

2. All attempts to obtain information from the Native Merchants at Coomptah have failed, these people having got rid of the subject when personally addressed by the Sub Collector, on the plea of wishing to make their statements in writing, which however they have not done. My data for estimating the probable traffic on the Canal, are therefore derived from the Coomptah Export and Import returns, but if Messrs. Brice and Co's. opinion is correct these statements do not give the full amount of the traffic now finding an outlet at Coomptah. Without attempting to reconcile their estimate with our returns, I may adopt the latter as at any rate safe, and will take them therefore as the basis of my calculations.

3. In appending copy of Messrs. Brice and Cos. letter, I must here observe however, that they seem to take it for granted that all the produce brought down to Coomptah will pass through the Canal; but this will certainly not be the case for some time, and any thing approaching to it would indicate the speedy downfall of Coomptah, before the advantages and attractions of what will speedily be its rival the Port of Tuddri.

4. As long as goods are shipped at Coompta itself, none of the pepper and other garden produce of Mysore, and the Southern Balaghat, which now come down the Hoss and Meelcoond ghauts, will pass through the Canal. It will receive whatever approaches Coomptah via, the Tudd-

1 Head Coolies at	Rupees 5	Ra. 10
10 Coolies at	" 4	40
2 Goomastahs at	5	10
		60
		12
	Rupees.....	720

*Vide para. 6 of Collector's letter No. 41 of 22nd December 1856.

Fort Saint George, Public Works Consultation of 26th January 1858.

8. This undertaking is viewed very favorably by the sowcars of this place but native like, they do not approve of a fee or even boats being charged for the use of the Canal, and think the work ought to be treated as a road, however their narrow views will not interfere with the profits of the Canal; a few of the people here would like to see a bridge likewise, this we have nothing to say against, but decidedly go in for the Canal, of the two works. as the one that will most effectually increase the trade of Canara with the Home Markets, and this we anticipate the Government are very anxious for a bridge, however with the canal would be superfluous.

9. We think the work ought to be carried to Honore, uniting as it would do the Hose, Neelcoond, and Girsappah ghauts, with the new shipping ports, we are positive that a large portion of the Mysore trade would then divert to the port of Tuddry instead of Mangalore and Coondapoor if this extension is thought desirable by Government, there is no doubt that the Canal would be a very paying undertaking ultimately, and we may mention, that if this were carried out, we intend opening up stations in the Mysore Country which presents a fair field, if the lines of communication were in a further advanced state.

10. The success of the Canal depends a good deal on what may be done for Kutgul in the way of enlarging the Cotton green there, at present there is no room for any thing like the November and December Traffic; and we would suggest that the river, face from our premises up to the end of the hill be all piled, that small Pattamars might be loaded along the whole length, we would also recommend that a road be turned over the hill, that empty carts could get back without blocking up the present road; but if this is not thought practicable, all that low lying pieces of ground near the Salt Godowns might be raised for cattle to encamp.

No. 68.

ORDER THEREON, No. 134; dated 26th January 1858.

1. With reference to Extract from the Minutes of Consultation of the 28th January 1857 No. 212, the Chief Engineer reports the length of the Coomptah and Tuddry Canal in the District of Canara, and the rate of Toll proposed to be levied on it. Colonel Faber also submits a revised Estimate of the Establishment required for maintaining the Canal, involving an expenditure of Rupees 720 per annum; and deducting this amount, and the cost of the Establishment proposed for collecting the Toll, from the expected receipts, estimated by the Collector at Rupees 3,100, he states that there will remain a sum which will yield a return equal to 6 per cent. per annum on the outlay on the Canal; but that, as the Collector's calculations are based on a very low estimate of the traffic, the returns may be safely expected to reach 10 per cent.

2. The Right Honorable the Governor in Council is of opinion that the question of levying Tolls on Canals should be determined on general principles, and not on a separate consideration of each individual case. In his letters noted in the margin, the Chief Engineer has already reported on the Tolls that should be levied on Canals in Rajahmundry and Canara; and it remains for him to comply with the requisition of Government, in respect to the Canals in Malabar. His Lordship in Council is however of opinion, that the consideration of the subject will be greatly facilitated, if one general report were submitted on the Tolls that should be collected on all the Canals in these Districts; and he resolves therefore to request that Colonel Faber will be so good as to prepare such a report, and to submit it at his earliest convenience, in view to a separate communication on the subject being addressed to the Government of India, as intimated in para. 7 of the letter to that Government, dated 20th October last, No. 1960. The Establishment that will be required, for collecting the Toll on each Canal, should be included in the report now called for.

3. With regard to the Establishment proposed for maintaining the Coomptah Canal, the Governor in Council does not consider it necessary at present to pass any order, as it appears from the Budget of 1858-59 now before Government, that only Rupees 218, out of an estimate of Rupees 36,021, have as yet been expended on the work.

(Signed) H. FORBES,
Acting Secretary to Government.

Collectors Cutcherry
Mangalore
22nd December 1856.

No. 41

From N. Fisher Esq.
Collector of Canara

To
Colonel C. E. Faber
Chief Engineer D.P.W.
Fort Saint George

Sir,
I have the honor to acknowledge the receipt of your letters No. 7642 and 5818 respectively dated 15th August and 30th October calling for a report on the probable amount of traffic to be expected on the Coomptah and Tuddry Canal; and an opinion as to the best method of assessing and levying a toll on goods passing through it, with a view to defraying the cost of maintenance, and affording a fair return for the capital laid out on the work.

2 All attempts to obtain information from the Native Merchants at Coomptah have failed, these people having got tired of the

Fort Saint George, Public Works Consultation of 26th January 1858.

dri river whether from Kutgal or Merjan, and the time will come when most of the goods so received will repossess the canal, en-route to Tuddri; but this will only take place during the interval which must occur between the time when the advantages of Tuddri over Coomptah are realised, and that which will witness the conveyance of all the Cotton to Tuddri direct.

5. The value of the Canal, and the existence of Coompta, will then depend on the continuation of the cutting into the Honore river. This would probably secure Coompta a portion of the trade she now possesses and as the resources of the country are opened up, may again make the Town what it is now.

6. Taking this view of the subject, I feel that the calculations of to-day will be worthless to-morrow, but I will put down the average trade of Coomptah at 60,000 Candies per annum. Messrs. Brice and Co., certainly estimate that 70,000 Candies of produce of various kinds are exported from it in the course of a year, but imports included, the average quantity of goods does not appear to me to exceed 60,000 Candies. I presume that of this quantity not more than 50,000 will pass through the Canal, the rest being conveyed into or out of Coomptah by land, and shipped there. A Toll of one anna per Candy on 50,000 Candies would yield an income, in round numbers, of about Rupees 3,100.

	Rs.	A.	P.
The cost of maintenance as estimated by Lieutenant Goddard is...	372	0	0
And the cost of establishment for collecting the toll... ..	240	0	0
Total per annum...	612	0	0

This leaves Rupees 2,488 per annum as interest on outlay or about 7 per Cent on Rupees 36,020 the estimated cost of the work, 10 per Cent perhaps ought to be realised as interest on outlay on this account, but if my estimate of the traffic is at all correct the rate per Candy proposed will only produce the above income. If on the other hand Messrs. Brice and Co's. calculation is nearer the truth 10½ per Cent on the outlay would be realised by the proposed Toll of one anna per candy on all goods passing through the Canal.

7. As to the rate proposed I have only to observe that with reference to Messrs. Brice and Co's. calculation which in this instance may be relied on with confidence the merchant using the Canal instead of the present means of transit, will forward his goods from Kutgal to Coomptah, Toll included, for 5 annas per candy whereas he now pays eight, the saving in favor of the Merchant who uses the Canal being 3 annas per Candy, assuming that one anna per Candy may be levied on all goods passing through the Canal towards Coomptah, I see no reason for fixing a lower rate for goods going from Coompta to Tuddri or into the interior.

8. If this point is disposed of, it only remains to devise a safe and satisfactory mode of collecting the Toll. With a view of avoiding the corruption, vexations, investigations, and loss of time to Merchants, which a tax on goods in transit involves, I had thought of proposing a system of licenses. There would however be some difficulty in arranging this satisfactorily; and as the site of the new Custom House will completely command the Coompta end of the Canal, I think the Toll might be levied there on every boat passing in or out with cargo of any sort.

9. Empty boats returning might, I imagine, be allowed to pass free; but all boats having on board cargo of any sort, however small in quantity, would be charged according to their measurement. All boats intending to ply on the Canal must be registered. They should be compelled to carry a number, and their measurement in a conspicuous position, and be made liable to penalty for altering or defacing these figures. The owner and crew of any unregistered boat entering or attempting to pass through the Canal should also be liable to fine leviable by distress.

10. The rate proposed is I trust moderate, and the mode of collecting the Toll as little open to objection as possible. A very small Establishment would suffice, as noted above and the management would be in the hands of an experienced and superior Officer of Customs.

Fort Saint George, Public Works Consultation of 26th January 1858.

Letter from Messrs. ALEX. C. BRICE, and N. BRAND; to J. D. ROBINSON, Esq., Sub Collector of Canara, dated Honore Coomptah, 30th August 1856.

SIR,

1. We have the honor to acknowledge your letter No. 141, with enclosures from the Collector of Canara and the Chief Engineer of Madras, on the subject of a Toll on the Canal from this place to join the Tuddry river.

2. We think the Chief Engineer is rather sanguine about the profit to be realized from a Toll, and we should likewise hope that the working expenses of this undertaking would come under 10 per Cent of the first cost of the Canal; in fact the present Custom House Establishment ought to be able to attend to this work, if the building were moved down to the mouth of the Canal.

3. The Chief articles in our opinion that would be transported by the Canal from Coomptah to Tuddry would be the classes of produce suited for the English Market, say Cotton Pepper, Sandal wood, Myrabalums, Sugar, Cardamoms, Seeds, Turmeric, Wheat and Indigo; and of these, we may calculate the average yearly export from this port at 70,000 Candies, the export of Cotton in 1853 came up to nearly this quantity, but this was excessive and cannot be taken as a criterion for calculation.

4. We will presume that one half of this trade will be diverted to Tuddry when ships begin to arrive at that Port, say 35,000 of produce to be sent by the Canal to Tuddry, and we will assume that the whole 70,000 Candies the export from this Port, was shipped at Keetgul by boat for Coomptah; this would bring the amount from these two sources of traffic up to 105,000 Candies which at a leviable rate of ½ an anna per Candy would give Rupees 3,281, but the down traffic would stand a higher charge, as we will shew hereafter, suppose we say 1 anna on all the down traffic, would give an addition of Rupees 2,187 bringing the total up to Rupees 5468, but then a considerable amount might be got on the transmission of rice grown along the banks of the Canal, but having no statistics of the production, cannot state an amount. The produce to be sent above ghaut, we have left out of the calculation altogether, as also rice down the ghaut, which comes to the extent of about 20,000 Candies, this is one point that ought not to be overlooked, namely the large increase that will probably take place in the export of seeds, the moment ships can sail direct; and as a large share of this trade will go into the hands of natives, they will be taken to Coomptah first, where the dealers have their godowns.

5. That the undertaking will pay we have no doubt, but the great object in our opinion for Government to consider is in what way it will affect the direct trade to the Home Markets, and of this there can be no difference of opinion.

6. The reason we have taken 1 anna for the down traffic is that the expense is much greater in proportion than by sea to Tuddry; for 1½ anna per Candy, so we think, that to charge more than ½ anna would prevent goods going by the Canal with the down traffic however it would be different, the present expense being, cart hire, kutgal to

Munkey.	4 annas
Ferry.	1 anna
Cart hire to Coomptah.	3 annas
	<u>8 annas.</u>

Boats could be got to go from Kutgal to Coomptah at 4 annas, add fee 1 anna, difference in favour of Canal 3 annas.

7. We are in favor of charging by the candy, because in any new scheme of this sort the people have a distrust about success, and would hesitate to pay a large sum for the privilege of carrying along the Canal, while the anna chargeable on goods would not be thought about, but no doubt the charge per boat would ultimately be resorted to as the Government would require a much smaller staff for Superintendence.

the subject when personally addressed by the Sub Collector, on the plea of wishing to make their statements in writing, which however they have not done. My data for estimating the probable traffic on the Canal are therefore derived from the Coompta Export and import returns, but if Messrs. Price and Co's opinion is correct these statements do not give the full amount of the traffic now finding an outlet at Coompta. Without attempting to reconcile their Estimate with our returns, I may adopt the latter as at any rate safe, and will take them therefore as the basis of my calculations.

3 In appending copy of Messrs. B. and Co's letter, I must here observe however, that they seem to take it for granted that all the produce brought down to Coompta will pass through the Canal; but this will certainly not be the case for some time, and any thing approaching to it would indicate the speedy downfall of Coompta before the advantages and attractions of what will speedily be its rival the Port of Tuddri.

4 As long as goods are shipped at Coompta itself, none of the pepper and other garden produce of Mysore, and the Southern
Balaghat.

7
Balaghat, which now come down the Hoys and Melesond ghatts, will pass through the Canal. It will receive whatever approaches Coompta via the Tuddri river whether from Kibgal or Merjan, and the time will come when most of the goods so received will re-pass the Canal en-route to Tuddri, but this will only take place during the interval which must occur between the time when the advantages of Tuddri over Coompta are realised, and that which will witness the conveyance of all the Cotton to Tuddri direct.

5 The value of the Canal, and the existence of Coompta, will then depend on the continuation of the cutting into the Honord river. This would probably secure Coompta a portion of the trade she now possesses and as the resources of the country are opened up, may again make the Town what it is now.

6 Taking this view of the subject, I feel that the calculations of to day will be worthless tomorrow, but I will put down the averaged trade of Coompta at 60,000 Candies per annum. Messrs. Price and Co. certainly Estimate that 70,000 Candies of produce of

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various kinds are exported from it in the course of a year, but Imports included, the average quantity of goods does not appear to me to exceed 60,000 Candies. I presume that of this quantity not more than 50,000 will pass through the canal, the rest being conveyed into or out of Coompta by land, and shipped there. A toll of one Anna per Candy on 50,000 Candies would yield an income, in round Numbers, of about Rupees 3100.

The cost of maintenance as Estimated
by Lieutenant Goddard is — 372 —
And the cost of Establishment for
collecting the toll — 240 —
Total per annum — 612 —

This leaves Rupees 2488 per Annum as interest on outlay or about 7 per Cent on Rupees 36020 the estimated cost of the work. 10 per Cent perhaps ought to be realised as interest on outlay on this account, but if my estimate of the traffic is at all correct the rate per candy proposed will only produce the above income. If on the other hand Messrs. Price and Co's calculation is nearer the truth 10 1/2 per Cent on the outlay would be realised

by

by the proposed toll of one Anna per Candy on all goods passing through the Canal.

As to the rate proposed I have only to observe that with reference to Messrs. Price and Co's calculation which in this instance may be relied on with confidence the merchant using the canal instead of the present means of transit, will forward his goods from Buntgal to Coompta toll included, for 5 Annas per Candy whereas he now pays eight, the saving in favor of the merchant who uses the Canal being 3 Annas per Candy. Assuming that one Anna per Candy may be levied on all goods passing through the Canal towards Coompta, I see no reason for fixing a lower rate for goods going from Coompta to Buddri or into the interior.

8 If this point is disposed of, it only remains to devise a safe and satisfactory mode of collecting the toll. With a view of avoiding the corruption, vexations, investigations, and loss of time to Merchants, which a tax on goods in transit involves, I had thought of proposing a system of licenses. There would however be some difficulty in arranging this satisfactorily, and as the site of the new

Custom

Custom-house will completely command the Coompta end of the Canal. I think the toll might be levied there on every boat passing in or out with cargo of any sort.

9 Empty boats returning might, I imagine, be allowed to pass free, but all boats having on board cargo of any sort, however small in quantity, would be charged according to their measurement. All boats intending to ply on the Canal must be registered. They should be compelled to carry a number, and their measurement in a conspicuous position, and be made liable to penalty for altering or defacing these figures. The owner and crew of any unregistered boat entering or attempting to pass through the Canal should also be liable to fine leviable by distress.

10 The rate proposed is I trust moderate, and the mode of collecting the toll as little open to objection as possible. A very small establishment would suffice, as noted above, and the management would be in the hands of an experienced and superior Officer of Customs.

I have the honor to be &c.
Signed W. Fisher
Collector

Coompta 30th August 1856.

J. D. Robinson Esq^r
Sub Collector of Canara,
Honored.

Sir,

1 We have the honor to acknowledge your letter No 141, with enclosures from the Collector of Canara and the Chief Engineer of Madras, on the subject of a Toll on the Canal from this place to join the Tuddry River.

2 We think the Chief Engineer is rather sanguine about the profit to be realized from a Toll, and we should likewise hope that the working expenses of this undertaking would come under 10% of the first cost of the Canal; in fact the present Custom House Establishment ought to be able to attend to this work, if the building were moved down to the mouth of the Canal.

3 The Chief articles in our opinion that would be transported by the Canal from Coompta to Tuddry would be the classes of produce suited for the English Market, say Cotton, Pepper, Sandal wood, Myrabalums,

Sugar

13

Sugar, Cardamoms, Seeds, Turmeric, Wheat and Indigo; and of these, we may calculate the average yearly export from this port at 70,000 Candies, the export of Cotton in 1853 came up to nearly this quantity, but this was excessive and cannot be taken as a criterion for calculation.

4 We will presume that one half of this trade will be diverted to Tuddry when ships begin to arrive at that port, say 35,000 of produce to be sent by the Canal to Tuddry; and we will assume that the whole 70,000 Candies, the export from this Port, was shipped at Cuttack by boat for Roomptah; this would bring the amount from these two sources of Traffic up to 105,000 Candies which at a leviable rate of $\frac{1}{2}$ an anna per Candy would give Rupees 3281, but the down Traffic would stand a higher charge, as we will shew hereafter, suppose we say 1 anna on all the down Traffic, would give an addition of Rupees 2187 bringing the total up to Rupees 5468, but then a considerable amount might be got on the transmigration of rice grown along the banks of the Canal, but having no statistics of the

the production, cannot state an amount. The produce to be sent above Jhant, we have left out of the calculation altogether, as also Rice down the Jhant, which comes to the extent of about 20,000 Candies, this is one point that ought not to be overlooked, namely the large increase that will probably take place in the export of Seeds, the moment ships can sail direct; and as a large share of this trade will go into the hands of natives, they will be taken to Roomptah first, where the Dealers have their godowns.

5 That the undertaking will pay we have no doubt, but the great object in our opinion for government to consider is in what way it will affect the direct trade to the Home Markets, and of this there can be no difference of opinion.

6 The reason we have taken 1 anna for the down Traffic is that the expense is much greater in proportion than by sea to Tuddry; for $\frac{1}{2}$ anna per Candy, so we think, that to charge more than $\frac{1}{2}$ anna would prevent goods going by the Canal with the down Traffic however it would be different: the present

present expense being, cart hire, Kutzal to
 Munkay — 4 Annas
 Ferry — 1 — "
 Cart hire to Coompta 3 — "
8- annas.

Boats could be got to go from Kutzal to
 Coompta at 4 Annas, add fee 1 Anna, difference
 in favour of canal 3 Annas..

7 We are in favor of charging by
 the Candy, because in any new scheme of this
 sort the people have a distrust about success,
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 privilege of carrying along the Canal, while
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 that will most effectually increase the trade
 of Canara with the Home Markets, and this
 we anticipate the Government are very anxious
 for a bridge, however with the Canal would be
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 a very paying undertaking ultimately,
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 fair field, if the lines of communication were
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in the way of enlarging the Cotton green there;
at present there is no room for any thing like
the November and December Traffic; and we
would suggest that the river face from our
premises up to the end of the Hill be all piled,
that small Paltamars might be loaded along
the whole length. we would also recommend
that a road be turned over the hill, that empty
carts could get back without blocking up
the present road; but if this is not thought
practicable, all that low lying pieces of ground
near the Salt Godowns might be parcelled
for cattle to encamp.

We have &c

Signer Alex. C. Price

N. Brand

[True Copies]

Signer W. Foster

Collector.

[True Copies]

Amos A. Wright

At Test Engle & Circle

No. 5943. Central Office of R.R.
 Pub. H. George 14th December 1857.
 Hon. Mr. Chief Engineer,
 Hon. The Secretary to Government,
 Public Works Department.
 Canada.

In re-forwarding copies of letters, not
 in the margin, from Messrs. Price and Co.,
 1. Letter from Messrs. Price and Co., the Collector of Customs, I have the
 honor to state, with reference to Extract
 2. from the Atlas to the Government of Consultation of the
 of Canada, Dec 1st 1857, No 212, and in continuation
 of my letter No 9516 of the 16th idem, that the
 length of the Comptah and Huddy Canal
 is 5761 yards, and that the rate of Tolls
 for passage to be levied on it, being 1 Annus
 & 6 pence for the whole distance, is equal
 to 1.65 Annus & 6 pence per ton of burden.

2. The District Engineer having
 been applied to for information regarding
 his Estimate of Rupees 372 for the an-
 nual maintenance of the Canal, has
 furnished a revised Estimate, amounting
 to Rupees 720. for the support of a

Conservancy Establishment
 as shown in the margin,
 and I would recommend
 its adoption in preference
 to the smaller one, as per
 Lieutenant Goddard's experience.

2 Head Boats @ Rs 5/-	Rs 10-0-0
10 Boats @ 1/-	10-0-0
3 Boats @ 2/-	6-0-0
	12-0-0
<u>Rupees 720-0-0</u>	

Enclosed in a letter from
 the Chief Engineer
 to the Secretary to Government
 dated 14th December 1857.
 Received 14th December 1857.
 No 5943.
 Chief of Letter from Mr.
 Price and Co., the Collector of
 Customs, regarding the
 length of the Comptah and
 Huddy Canal, and the rate
 of Tolls.

alone leads him to adhere to his opinion of the adequacy of the latter.

3. - The cost of maintenance being taken at Rupees 750, and that of collecting the toll at Rupees 250, by deducting the sum of these from the receipts, as estimated by the Collector, viz. Rupees 3200. there remains Rupees 2190 / two thousand one hundred and ninety per annum, or 6 1/2 Cents on the outlay but as the Collector's calculations are based upon a very low estimate of the traffic, the returns may be safely expected to reach 10 1/2 Cents.

* vide para 6 of Collector's letter No. 41 of 22nd Decr 56

I have the honor to be,

Sir,

Your most obed^t Servant,

Central Office of Govt
Sd/- R. George
14 December
1837

Wm. Pitt Rivers

Chief Engineer

A.B.

1276
Sd/-

23

No 134
Extract from the Minutes of Consultation
Held on the 26th January 1858

Read the folo

-ing letters from the Chief
Engineers.

Here enter 11. December 1857
Sp 5740

With reference
to Extract from the Minutes
of Consultation of the
28th January 1857 No. 212,
the Chief Engineer reports
the length of the
Coomptate and Tudda
Canal in the District
of Canara, and the
rate of toll proposed
to



10

well

237. Conno: B. Habington, 1840.

10 March 1837. Dublin
 Wm. D. C. 1837.
 No 2161

to the Chief Engineer
of the Dockyard of Portsmouth
Rear Admiral

[illegible]

18th Dec 1892. A. J. G. 37413
Buckley.

Shady.

On re-examining the list
from De la Barre, and the
Certificate of Powers, I take
length of 30 mi. and Power
and estimate a road of 20 mi.
at \$100,000.00. As usual, the
same for abutments and about
half the cost of main tunnel
and of estimating the toll, there
will remain \$190,000 and
I estimate on 70¢ cent in the millage.

C15-July 22?

reported on the tolls
that should be levied
on Canals in Rajah-
mundry and Amara,
and it remains for
him to comply with
the requisition of Govt
in respect to the Canals
in Malabar. His
Lordship in Council
is however of opinion
that the consideration
of the subject will be
greatly facilitated,
if one general report
were submitted on the
tolls that should be
collected on all the
Canals in these Districts,
and he resolves there-
fore to request that

Colonel

27
Colonel Lubber will be
so good as to prepare
such a report, and to
submit it at his
earliest convenience,
in view to a separate
communication on the
subject being addressed
to the Govt of India,
as intimated in
para. 7 of the letter
to that Government
dated 20. October last
No 1960. The Establi-
ment that will be
required for collecting
the toll on each Canal,
should be included
in the report now
called for.

With regard
to

to the Establishment
proposed for maintain-
ing the Coomptak
Canal, the Governor
in Council does not
consider it necessary
at present to pass
any order ~~upon it~~,
as it appears from
the Budget of 1858/59
now before Government,
that only Rupees 218,
out of an Estimate
of Rupees 36,021, have
as yet been expended
on the work.

W. D.

9 Copies to the Chief Engr.
Dip. 27⁵

29th Dec 6.5. 1841/52

Little Works 1853 Reble
Con: 26th January

1841

Abstract of Mine of Stone
Dates 26th June 1858.

From Limestone 17th 1841/52
Con: 13th July

Placing the length
of the room that and sticking
limestone in the District of Limestone
and the rest of the 10th prepared
to be laid on it.

1841/52

15th June 1841