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M.R.O. 1—82,400—23-11-60.

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cons 25-8-57

G.O. No. 162 Press Mis.

Dated 2 — 8 — 18 57

Not to be folded or roughly handled

No. 30. Read the following letter from Colonel C. E. FABER, Chief Engineer, to H. FORBES, Esq., Acting Secretary to Government, dated 22nd July 1857, No. 2277.

SIR,

I have the honor to submit for the information and orders of Government, the accompanying letter dated 20th May 1857, from R. Kennedy Esq., executive Engineer (late in charge of the office of Superintendent of the Eastern Coast Canal) with copy of a Report by Lieutenant Sankey, the late Superintendent, on the Collections and Traffic on Cochrane's Canal for the official year 1856-57, together with an Account Current and other accompaniments detailing the results of the traffic.

Vide Extract Minutes Consultation 9th October 1855, No. 1130 para. 4.

2. Lieutenant Sankey first notices the distinction, between the general traffic on Miscellaneous goods, and the Receipts from the Salt trade, which has been observed in the Returns forwarded by him in accordance with the arrangements directed by the orders of Government quoted in the margin, by which credit is required to be given in the Collector's Books for the full amount of Toll leviable on boats laden with Salt.

See para. 8 Extract Minutes Consultation 1st November 1856.

3. An increase in the Collections of the past year, as had been anticipated in the Report of the previous year has been realized, the excess being 28 per cent. above the receipts of 1855-56. An aggregate of 1,05,467, tons of goods is shewn to have passed on the Canal during the year,* and this compared with the previous year during which 82371, tons of goods were carried, shews an actual increase of 23096, tons; from which the increase in the item of Salt, viz. 10972 tons, being deducted, that on Miscellaneous goods, or the general traffic passing the Canal, is reduced to 12,124 tons.

* On boats of which the Tonnage amounted to 1,23,005 tons.

4. The amount of Toll leviable on the aggregate tonnage of the boats is Rupees 30,751-4-0, at the rate of 4 annas per ton, but Rupees 26366-14-0, only have been collected in the whole year. The difference Rupees 4384-6-0, is the total sum which Boats were excused from paying, for a considerable portion of the year, owing to the shallowness of the Canal, during which Toll was levied at the reduced rate of 3 annas per ton, or threefourths of the full rate. This reduction was made in consequence of boats being unable to bring up a full cargo. In order to shew as nearly as possible the net tonnage which passed the Canal, a reduction proportionate to the reduced Toll, has been made in the burthen of the Boats as given in the entries in Table A.

5. From the above explanation, it appears that the dry season during the year under review, had somewhat checked the navigation of full laden Boats, causing a loss of Rupees 4384, to the state.

6. Lieutenant Sankey observes that he had no reliable returns of the height of water above or below mean tide, but that generally up to the Storm of the 19th and 20th November, the water in the Pulicat lake was believed to be a foot below the mean sea level, and then rose to five feet above mean tide. After this there was a gradual subsidence, and throughout February, March and April the water was five or six inches above the standard of mean tide. Mr. Kennedy remarks on the omission in Lieutenant Sankey's Report of all mention of the effects of the Shediancoopum Lock, which he very properly observes, should have found a place in a Report, on the operations of the Canal, for there can be little doubt that it has exerted a very beneficial effect upon the traffic, and that it must in a great measure account for the increase of the aggregate traffic, notwithstanding the effects of the dry season.

7. The Lock which was completed before the termination of the official year 1855-56, was not fitted up completely with gates until August 1856, and it is to be regretted that no proper register was kept of the depth of water in the Canal from that period, so as to exhibit the comparative increase of depth since the formation of the Lock. There is, however, every reason to believe that this work has had the effect of greatly increasing the facility of navigating the Canal, and contributing to the steady increase of the number and tonnage of boats, as will be seen from Table B, appended to Lieutenant Sankey's Report.

	Rs.	A.	P.	Rs.	A.	P.
Collections				26,366	14	0
Charges.						
Establishment and sundries...	1,756	4	6			
Repairs	4,471	14	2	6,228	2	8
Nett Excess of collections				20,138	11	4

8. A comparison of the collections and charges on the Canal, shews an excess of the former over the latter, of Rupees 20,138 as per marginal note. The large expenditure on repairs is chiefly in consequence of the injury sustained by the banks of the Canal during the storm of November last.

9. It further appears that during the year under review, 76 new traffic boats aggregating 994 Tons, and 9 pleasure boats aggregating 15 Tons, amounting together to 85 boats, of a total burthen of 1,109 Tons, have been brought to the Toll office to be numbered and registered. This has increased the number plying on the Canal from 408 boats in 1855 and 56, to 493 in 1856-57 as will be seen in Table C, and this coupled with the fact that in the latter year, 6,854 trips were made on the Canal, while in the preceding year, only 5,396 trips were made, will satisfy the Government that even on the number of boats which was considered a better basis for calculation than any other, a clear increase is perceptible; and this must be considered very satisfactory in a year in which the season was far from a favorable one.

Para 3 Extract Minutes Consultation 1st November 1856, No. 2026.

10. Tables D. and E, submitted by Lieutenant Sankey shew the distribution of the number and tonnage of the several boats amongst the various descriptions, of goods which they brought up, and the stations or places of growth or export. Table D, corresponds with that given in para. 20 of Lieutenant Chamber's Report of the preceding year. Table E, however, is improved, and is in substitution of the one alluded to above, and exhibits in more detail, the different descriptions of goods, and the places from which they were exported. In this Table, the full registered tonnage of the boats is entered. If, on the contrary, the tonnage of the goods was shown allowing for the proportion at which the boats were rated, viz., ¾ of the registered tonnage during the latter part of the year, the results exhibited in the return as to the quantity of cargo exported from each Station, might have been depended upon with some certainty, as representing the actual burden of the traffic conveyed on the Canal; for although in para. 4 of the Extract Minutes Consultation already quoted, Government remarked that the registered tonnage was not a trustworthy index of the actual quantity of the cargo, because it was not likely that each boat carried its full tonnage, still from the well known disposition of the Merchants to take full advantage of the present system which imposes no restriction on the quantity of goods placed in each boat, it may be presumed that every cargo boat has been employed to carry as much as could be placed on it, and that therefore the registered, tonnage of the boats may be viewed, in the absence of mere specific data, as representing the actual burden of the traffic conveyed.

11. In para. 16 Lieutenant Sankey shews that the Dooragapatam Canal has been enabled from the rains in the end of last year, to evince some activity of traffic, there being 169 boats of 2895 tons then noted from this port. The result is however still far below what it would have been, if the water in the lake had been kept up at a sufficiently high level, which was not the case until after the rains.

12. Lieutenant Sankey next proceeds to notice two other points referred to in the last year's report, and the resolution of Government thereon. The first is the tax levied by the authorities on firewood and brushwood cut in the Streehuricottah Jungles. The justice of this levy is not questioned, but only the system, and the high amount charged. It is stated that each bundle of faggots is weighed by a Peon at the loading place, and every *stick* or large piece of firewood, is counted, and the tax on the whole levied before the boat is allowed to proceed to Madras. By this means, much delay and inconvenience are caused to Merchants, to obviate which the Superintendent recommends that the present system of taxing the wood should be abolished and a tax levied instead according to the *burden* or tonnage of the wood placed on boats. This suggestion seems worthy of consideration in the Revenue Department.

13. The second point suggested by Lieutenant Sankey, is to mark full and half draught lines on each boat, and to charge the full or half toll according to the draught of the Cargo thus indicated; but this proposition would violate the principle laid down by Government in the

Extract Minutes Consultation of the 1st November, that the Toll levied is not on the goods conveyed, but on the boats using the Canal; and hence it does not appear to me necessary to discuss it.

14. In conclusion I would suggest for the consideration of Government, whether it will not be advisable to embody the present report in future in the general report on the operations of the Department, called for in paras. 11, 12 and 13 of the 1st Section of the code. While the receipts and charges of the Canal were kept separate from other receipts and charges, it was necessary to submit a special report on them, but these having been ordered in Extract Minutes of Consultation of the 23rd June last No. 1212 to be included in the general revenues and charges of the Country, there seems no valid reason why the whole should not now be embraced in one report.

Ex. M. C. 9th Oct. 1855, No. 1130 para. 4.

From Lieutenant R. H. SANKEY, Superintendent of the East Coast Canal; to Colonel C. E. FABER, Chief Engineer, dated Adyar, 20th May 1857, No. 37 A.

SIR,

In reporting on the Collections and traffic of the Canals North of Madras for the past Official year, as directed in Extract Minutes Consultation No. 1130, dated the 9th October 1855, I have the honor to state, that the information though for some time previously in the course of Collection must now be presented in very crude form, as I have been engaged up to this the last moment in other Departmental duties; and as the statements necessary to the thorough elucidation of the subject, have only just been brought to a state of completion.

2. Lieutenant Chambers masterly and lucid report No. 32 dated the 10th May 1856, has placed the subject in such a clear light, that even had I ample leisure, a very few remarks of a general nature in explanation of the various statements would amply suffice, and therefore though concise, I trust the information now conveyed may be found useful, in connection with that afforded in the previous year.

3. In accordance with the arrangement of carefully separating the Salt trade of the Canal from the traffic in miscellaneous goods, which was introduced by the late Superintendent and received the sanction of higher authority, this very natural distinction has been kept in view in the accompanying statements.

4. At the outset, it is my pleasing duty to report the thorough success which has followed so rapidly on the introduction by Lieutenant Chambers of the new system of Toll, by which 4 annas is now levied on each ton, when formerly it averaged 10 annas. The aggregate of goods moved on the Canal during the past year has been 1,05,467½ tons. The year before it amounted to 82,370 tons, thereby showing a clear increase of 28 per cent. in one year.

5. In para. 5 of his report, the late Superintendent states that the average Toll collected between fusly 1849-50 and 1853-54 to have been 24,000 Rupees, which at 10 annas a ton, the Toll then levied would represent a movement of 32,400 tons. From this it would seem that the traffic has increased three fold, a result which I think must fairly be attributed to the impetus given to the trade, by lightening the Toll and removing the many sources of delay at the Basin, which the old system imposed.

6. Compared with the average Collections of the 12 Fuslies 1837-38 and 1848-49 viz. 26,500 Rupees we find the sum realized during the past year 26,366 falls short only by 34 Rupees.

(Vide Abstract Table A)

7. Another fact of interest is the large number of new Boats brought during the year to be numbered and registered at the Basin. From a return prepared by Mr. D'Rozario I find their number and tonnage to have been as follows.

	No.	Tonnage.
New traffic Boats	76	994
Pleasure do.	9	15

Aggregating 85 new Boats with a total burthen of 1009 Tons.

8. Turning also to the laden boats employed in miscellaneous traffic which arrived at the Basin, their number will be seen to be 6847, against 5390 the year before, which coupled with the above facts, leads to the conclusion, that the trade is still in its infancy, and that year by year a steady increase may be looked for. True it is, more salt has been moved last year than the previous one, but not in such quantity as materially to effect the conclusion above arrived at.

9. It cannot be said that the year was particularly favorable as regards the state of the water. Excepting during the last month, and that from the bars continuing open, the low level of the water has been quite as observable as that of the two preceding years. All the early part of the year the Toll had to be reduced to ¾ of the amount fixed in consequence of the small quantity of water in the channel.

10. Having no very reliable returns of the height of the water above or below mean tide, I can only mention in a general way, that up to the storm of the 19th and 20th November the water in the Pulicat lake was perhaps a foot below the mean level of the Sea, that it then rose to 5 feet above mean tide, fell and again rose on the 10th December to the same height, after which it finally and gradually subsided. Throughout February March and April it was about 5 or 6 inches above that standard.

11. For comparision with the table given in the 13th para. of last years report, I beg to annex the following monthly statement (Table B) of the receipts from traffic and the disbursements on account of establishment, sundries and ordinary repairs from which it will appear that the net proceeds on the years work were 20138 Rupees.

(Vide Table B)

12. A considerable share of the above repairs are due to the injury inflicted on the bends and banks, at and near the Shediancoopum works during the November storm.

13. The annexed table C. shows the Classification of the boats engaged in the trade their number and tonnage.

(Vide Table C.)

14. The distribution of the gross quantity 1,05,467½ tons brought down to the Basin, is set forth in the following statement D.

(Vide Table D.)

15. In lieu of the table exhibiting in gross the fiscal value of the several villages on the Canal as studded along the shores of the Pulicat lake, I have had the following drawn up with some trouble from the returns furnished from the Toll Office. It exhibits in detail and in gross, the nature of the trade properly distributed among the several sources of supply, and enables one at once to trace all articles of consumption to their source. With the aid of the Map furnished last year and this table, a very accurate knowledge of the traffic on the Northern Canals can be obtained, and had I sufficient time, it would afford me great pleasure to enter somewhat at length into the interesting deductions which might be drawn from it ; coupled with observation which my acquaintance in the villages would enable me to offer. As it is however it is hoped that the Statement will answer the object I had in view in having it framed.

(Vide Table E.)

16. From the quantities of water which fell late last year, and the subsequent high level of the lake, the Doogoorauzpatam Canal was enabled to display a much greater activity than heretofore. This year 169 boats with 2895 tons burthen arrived at the basin from this Canal, and I think a fair expectation may be entertained, that this again will receive considerable impetus from the relief afforded by the new long shore cut at Streehurricottah, now in course of execution.

17. Several propositions were brought forward by Lieutenant Chambers for the amelioration of the trade, but as they were not altogether approved of by Government, it would be presumption on my part to reiterate them here. There are however one are two points which I hope I may be pardoned for bringing again to notice as they appear to me to be of considerable importance.

18. I would first of all mention the tax levied by the Local Authorities on the firewood and brushwood cut in the Streehurricottah jungles. Nobody can doubt the justice of levying such a tax but if the mode of collecting it can be simplified, and rendered less vexations, it might be expected as in the case of the Canal Tolls that considerably more life and activity would be infused into the trade. At present each bundle of faggots is weighed by a peon at the loading place before it is allowed to be placed in the boat, each stick and piece of firewood accurately counted, the sist made out and paid before the boat is at liberty to proceed towards Madras. With even a large supply of peons this would prove a most tedious process, to say nothing of the facilities held out to a low and ill paid class of men, for practising peculation, and exacting bribes, I would beg strongly to recommend the complete withdrawal of all the present sist exacted separately on the different description of firewood, and the substitution of a simple tax on the tonnage of the boats lading on the shores of the Canal ; payable either at Streehurricottah or the basin. The amount of the sist during the previcus 5 years has been as follows.

(Vide Table G.)

Comparing this with the tonnage of boats during the last season it will appear that 5⅛ annas* per ton would make up the amount, reduced however to half, the encouragement held out I should think would increase the trade so rapidly that all deficiency would be made up. It may be thought that the jungles would suffer from the extraordinary draught upon their resources, but taking the superficies at 27 square miles and supposing one square mile be cut down each year, and a careful system of curation and re-planting adopted, I believe they would be quite inexhaustable.

19. The next subject which seems to me worthy of especial mention, is the Toll now levied indiscreminately on light and heavy goods ; the one and same payment required at the Basin on a boat, whether she be laden with shells, or straw or be even empty. Lieutenant Chambers suggested reducing the Toll again one half, which was not approved of. A modification of this would seem to be more equitable and could be adopted with some little extra trouble to the Superintendent, it is, to mark full and half draught lines on each boat and then levy the Tolls as follows.

4 annas per ton on all Cargoes sinking the boat above the half draught mark.
2 annas do. do. on all below the same.
and take nothing on empty boats.

Palmyrah leaves, straw &c. and all other light articles in which there is now hardly any trade on the Canal would doubtless be brought down in considerable quantities.

(True Copy.)

(Signed) R. KENNEDY, *Executive Engineer,*
in charge of the Office of the Supt.
of the E. C. Canal.

From R. KENNEDY Esq., Executive Engineer in charge of the Office of the Superintendent of the E. C. Canal ; to Colonel C. E. FABER, Chief Engineer, dated Adyar, 20th May 1857, No. 37B.

SIR,

The annual report on Cochrane's Canal and those connected with it, which I have now the honor to forward, was handed to me by Lieutenant Sankey complete as now submitted with the exception of details in one or two of the Tabular statements.

Although requested by that gentleman to amplify or alter the report where I might see it necessary, I have considered that justice would be best done to himself and the subject by placing before you the results of his experience as penned by himself.

The omission of any mention of the effects of the Shediancoopum Lock is owing I believe to its having been reported upon fully elsewhere, yet I cannot help thinking that it would be

* This can only be an approximation because the sist is taken for the years 1849-50 to 1853-54 while the amount is averaged from the Tonnage of 1856-57.

well for future reference to have had the late Superintendent's opinions thereupon embodied in the present document, as there can be little doubt of its exerting a very beneficial effect upon the traffic for which no allowance is made in accounting for the increase during the past year.

I beg to explain an apparent discrepancy in the totals of Tonnage exhibited in tables A. and E, the former showing 1,05,467½ and the latter 1,23,005. For a considerable portion of the year Lieutenant Chambers the then Superintendent lowered the rate of Toll to 3 annas per ton upon the whole tonnage of each boat because owing to the shallowness of the Canal they could not be fully laden. Table E. shows the aggregate tonnage of the boats and table A. represents, for the sake of comparison with a similar table of the previous year, the amount of tonnage which at 4 annas per ton is equivalent to the total Toll Collections for the year, namely Rupees 26,366.

No. 31. ORDER THEREON, No. 1621; dated 22nd August 1857.

The Chief Engineer submits a letter from Mr. Kennedy, Executive Engineer, lately in charge of the office of Superintendent of the East Coast Canal, enclosing copy of a report from Lieutenant Sankey, the late Superintendent, on the Collection and Traffic on Cochrane's Canal for the official year 1856-57.

2. The total number of boats which arrived at the basin during the year was 9,287, conveying 1,05,467 tons of goods, and paying a toll of Rupees 26,366, comparing this with the operations of the preceding year, the result exhibits an increase in the year under notice of 2,145 boats, 23,094 tons of goods, and 5,773 Rupees in the amount of tolls collected, as shown in the margin. But if, as approved by Government in Extract from the Minutes of Consultation of the 1st November 1856, the boats employed in the salt trade, and the collections realized under that head, be excluded, the result will be an increase in the general traffic to the extent noted below:

	Boats.	Tonnage.	Toll Rs.
1855-56.	7,142	82,373	20,593
1856-57.	9,287	1,05,467	26,366
Increase.	2.145	23,094	5,773

General traffic.	Boats.	Tonnage.	Toll Rs.
			Rs.
1855-56.....	5,390	49,597	12,399
1856-57.....	6,847	61,719	15,429
Increase.....	1,457	12,122	3,030

3. The increase is attributed partly to the impetus given to trade by the reduction* of the toll to 4 annas a ton, but chiefly to the effects of the Shediancoopum Lock. The Chief Engineer states that, although no mention is made in Lieutenant Sankey's report of the effects of that work, he has little doubt that it has exerted a very beneficial influence on the trade on the Canal, and contributed materially to the increase noticed above.

* Lieutenant Sankey's report para. 4.

4. The amount of toll leviable on the aggregate tonnage of the boats which passed on the Canal, is Rupees 30,751; but the amount actually collected was only Rupees 26,366, owing to a reduction of the toll from 4 to 3 annas a ton during a considerable portion of the year, under the circumstances explained in para. 4 of the Chief Engineer's letter. Deducting charges, amounting to Rupees 6,228, in which is included a large expenditure on account of repairs, which were rendered necessary in consequence of the injury sustained by the banks of the Canal during the storm of November last, the net collections amounted to Rupees 20,138 as shown in the margin.

	Rs.
Collection	26,366
CHARGES.	
Establishment and Sundries..... Rs.	1,756
Repairs ..... "	4,472
	6,228
Net Collections.....	20,138

5. The Government consider the results above given, of the operations of the year, to be satisfactory, and to afford grounds for expecting a steady increase in the trade of the Canal in future years.

6. In paras. 17 to 19, Lieutenant Sankey makes two propositions for facilitating the trade on the Canal, which have been already brought forward by Lieutenant Chambers in his report of the 10th May 1856, and noticed by Government in Extract from the Minutes of Consultation of the 1st November following. The first proposition relates to the tax levied on the firewood and brushwood cut in the Streeharicottah jungles. Lieutenant Sankey does not question the justice of the impost, but considers that the mode in which it is collected, might be simplified and rendered less vexatious to the traders. He represents that each bundle of faggots is weighed at the loading place, and that every stick or large piece of firewood is counted, and the tax on the whole levied, before the boat is permitted to proceed to Madras. To obviate the delay and inconvenience thus occasioned, he suggests that the present system of taxing separately each description of firewood should be abolished, and that a tax should be levied instead on the tonnage of the boats loading at the Canal, a proposition which the Chief Engineer represents to be a tax on "the burden or tonnage of the wood placed on boats;" and he thinks the matter worthy of consideration in the Revenue Department.

7. In para. 1 of their Proceedings of the 22nd February 1856, the Board of Revenue stated that the Streehurricottah firewood was divided into five classes; four consisting of logs of different lengths and girth, the tax being levied at so much per 1,00,000 pieces, and the fifth of bundles of faggots of 10 maunds weight each. In their review of these Proceedings, dated 17th March 1856, No. 303, the Government expressed an opinion* that, if all the firewood of the last class were weighed, the practice should cease in respect to it; and that the tax should be levied on estimate, actual weighing being resorted to only in doubtful cases, and in para. 5 they pointed out how the Assessment of the tax might be improved, as regarded the other classes, by fixing the rate at so much a score, a dozen, or even a log; and in para. 6, they suggested a more compendious mode of levying the duty, by which all detailed taxation would be avoided, viz. dividing the jungle into portions and putting them up annually to public competition. In Extract Minutes of Consultation of the 5th February last, No. 141, the Government repeated their opinion† that the practice of taxing firewood by weight was tedious and costly, and requested the Board, to reconsider the matter in communication with the Collector. They also thought§, with reference to the proposal of the Collector and the Board to rate the duty on the superior classes of firewood, at so much a thousand pieces, that a smaller number would be preferable, and they remarked that, notwithstanding all that had been advanced by the Collector and the Board against the system of annual sub rents, such a system might be found the best, as dispensing with all weighing, counting, measuring, and toll taking. They therefore referred the subject again for the consideration of the Board, and at the same time called their attention to extracts from certain paras. of Lieutenant Chamber's report of the 10th May 1856, regarding the high rate of duty charged on some other articles produced in the Streehurricottah jungles, and particularly requested their attention to the very high rate levied on charcoal.

* Para. 4

† Para. 3.

§ Para. 4.

8. A reply having lately been received from the Board, the Government will take the whole subject into their consideration.

9. The other proposition submitted by Lieutenant Sankey, refers to the toll now levied indiscriminately on light and heavy goods; the charge being the same whether the boat be laden with shells, or straw, or be even empty. To facilitate therefore the trade in the lighter articles, Lieutenant Sankey suggests that full and half draught lines should be marked on each boat, and that full or half toll should be charged according to the draught, nothing being taken on empty boats. But as this proposal would, as remarked by the Chief Engineer, violate the principle laid down in Extract from the Minutes of Consultation of the 1st November 1856, that the toll levied is not on the goods conveyed, but on the boats using the Canal, the Government do not consider it expedient to authorize any change.

10. With reference to the concluding para. of the Chief Engineer's letter, the Government see no objection to the operations of the Public Works Department, in connection with the Canal, being included in future in the General Report called for in paras. 11, 12 and 13, of the 1st Section of the Code. But they consider it desirable that the progress of the trade on the Canal, the amount of receipts, disbursements, and net collections should still be specially laid before Government, as directed in para. 4 of Extract Minutes of Consultation 9th October 1855 No. 1130.

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

Central Office of Public Works.

No. 2277 Fort Saint George 22 July 1857.

From

The Chief Engineer

To

The Secretary to Government,
Department of Public Works.

Sir,

I have the honor to submit for the information and orders of Government, the accompanying letter dated 20th May 1857 from R. Kennedy Esqr Executive Engineer (late in charge of the Office of Superintendent of the Madras Coast Canals) with copy of a Report by Lieut Lankey, the late Superintendent, on the Collections and Traffic on Cochrane's Canal for the official year 1856/57, together with an Account Current and other Accompaniments detailing the results of the traffic.

Vide E. M. C. 9th Oct. 1855. No. 1130 para 4.

2. Lieutenant Lankey first notices the distinction, between the general traffic

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-ow Miscellaneous Goods, and the Receipt from the Salt trade, which has been observed in the Returns forwarded by him in accordance with the arrangements directed by the orders of Government quoted in the margin by which credit is required to be given in the Collector's Books for the full Amount of Toll leviable on boats loaded with Salt.

Separate Circular No. 1 dated 1st Nov. 1856.

3 An increase in the Collections of the past year, as had been anticipated in the Report of the previous year has been realized, the excess being 20 per Cent above the Receipts of 1855/56. The aggregate of 105.167 Tons of Goods is shown to have passed on the Canal during the year, and this compared with the previous year during which 0231/1 Tons of Goods were carried, shews an Actual increase of 2309 Tons; from which the

× On both of which the Tonnage amounts 0235.05 Tons.

increase

increase in the item of Salt, Viz 10972 Tons, being deducted; that on Miscellaneous Goods, or the general traffic passing the Canals, is reduced to 12124 Tons.—

4 The Amount of Toll leviable on the aggregate Tonnage of the boats is Rupees 30751-4-0 at the rate of 4 Annas per Ton, but Rupees 26366-11-0 only have been collected in the whole year.— The difference Rupees 4384-6-0 is the total sum which Boats were excused from paying, for a considerable portion of the year, owing to the Shallowness of the Canal, during which toll was levied at the reduced rate of 3 Annas per Ton, or three-fourths of the full rate.— This reduction was made in consequence of boats being unable to bring up a full Cargo. In order to shew as nearly as possible the net tonnage which passed the Canals, a Reduction proportionate

to

final

to the reduced Toll, has been made in the burthen of the Boats assigned in the entries in Table A.—

5. From the above explanation, it appears that the dry season during the year under review, had somewhat checked the navigation of full laden Boats, causing a loss of Rupees 4384 to the State.—

6 Lieutenant Saulez observes that he had no reliable returns of the height of water above or below mean tide; but that generally after the storm of the 19th and 21st November, the water in the Pulicat Lake was believed to be a foot below the mean datum level, and then rose to five feet above mean tide. After this there was a gradual subsidence, and throughout February, March and April the water was

was five or six inches above the standard of mean tide. Mr. Kennedy remarks on the omission in Lieutenant Saulez's Report of all mention of the effects of the Sluice and Pulicat Lock, which he very properly observes, should have formed a place in a Report, on the operations of the Canal, for there can be little doubt that it has exerted a very beneficial effect in slow the traffic, and that it must in a great measure account for the increase of the aggregate traffic, notwithstanding the effect of the dry season.—

7 The Lock which was completed before the termination of the official year 1855/56, was not fitted up completely with Gates until August 1856, and it is to be regretted that no proper Register was kept of the depth of water in the Canal for that period.—

that

period, so as to exhibit the comparative increase of depth under the formation of the Locks. There is, however, very reason to believe that this work has had the effect of greatly increasing the facility of navigating the Canal, and contributing to the steady increase of the number and Tonnage of Boats, as will be seen from Table B appended to Lieutenant Baker's Report.—

2. A Comparison of the Collections and Charges on the Canal, shews an excess of the former over the latter, of Rupees 20,132 as per marginal Note. The large Expenditure on Repairs is chiefly in consequence of the injury sustained by the banks of the Canal during the Storm of November last.—

Collections		Rs. 2,69,264-14-1
Charges		
Establishment and Superintendence	Rs. 17,956-4-4	
Repairs	40,711-2	62,667-6-4
Net Excess of Collections		2,06,597-7-9

Paras 3 & 4 of No. 14 of 1856 No. 226.—

3. It further appears that during the year under review, 76 new Trading Boats aggregating 9911 Tons, and 9 Pleasure Boats aggregating 15 Tons, amounting together to 85 Boats, of a total burthen of 1109 Tons, have been brought to the toll office to be numbered and registered.— This has increased the number plying on the Canal from 408 Boats in 1855 and 56, to 493 in 1856/57 as will be seen in Table C, and this coupled with the fact that in the latter year, 6654 trips were made on the Canal, while in the preceding year, only 5396 trips were made, will satisfy the Government that even the number of Boats which was considered a better basis for calculation than any other a clear increase is perceptible, and this must be considered very satisfactory in a year in which the season was far from a favorable one.—

4. Tables D and E submitted by Lieutenant

Trial

Lieutenant Saulkey shews the distribution of the Number and tonnage of the several Boats amongst the various descriptions of Goods which they brought up, and the Stations or places of growth or Export.— Table D corresponds with that given in para 20 of Lieutenant Chambers Report of the preceding year. Table E however is improved, and is in substitution of the one alluded to above, and exhibits in more detail, the different descriptions of Goods, and the places from which they were Exported. In this Table, the full registered Tonnage of the Boats is entered. If, on the contrary, the Tonnage of the Goods only shewn allowing for the proportion at which the boats were rated, Viz 3/4ths of the registered Tonnage during the latter part of the year, the results exhibited in the Return as to the quantity of Cargo Exported

Exported from each Station, might have been depended upon with some certainty as representing the actual burden of the traffic conveyed on the Canal; for although in para 4 of the Extract of Minutes Consultation already quoted, Government remarked that the registered tonnage was not a trustworthy index of the actual quantity of the cargo, because it was not likely that each boat carried its full tonnage, still from the well known disposition of the Merchants to take full advantage of the present System which imposes no restriction on the quantity of Goods placed in each boat, it may be presumed that every Cargo boat has been employed to carry as much as could be placed on it, and that therefore the registered Tonnage of the boats may be viewed, in the absence of more specific data, as representing the actual burden of the traffic conveyed.—

11. In para 16 Lieutenant Saulkey shews

shows that the Coorgapalam Canal has been enabled from the Waters in the end of last year, to carry on a activity of traffic, there being 169 Boats of 2895 Tons thereby from the last year the result is however still far below what it would have been, if the water in the Lake had been kept up at a sufficiently high level, which was not the case until after the rains.—

12. Lieutenant Hackey next proceeds to notice two other points referred to in the last year's Report, and the resolution of Government thereon. The first is the tax levied by the Authorities on Firewood and brushwood cut in the Streekurial Oak Jungles. The justice of this levy is not questioned, but only the system, and the high Amount charged. It is stated that each bundle of Faggots is weighed by a Peon at the landing place, and every thicker or larger piece of Firewood, is counted, and the tax

tax on the whole loaded before the boat is allowed to proceed to Mahe. By this means, much delay and inconvenience are caused to Merchants, to obviate which the Superintendent recommends that the present system of taxing the wood should be abolished and a tax levied instead according to the burden or tonnage of the wood placed on Boats. This suggestion seems worthy of consideration in the Revenue Department.—

13. The second point suggested by Lieutenant Hackey is to mark full and half draught lines on each boat, and to charge the full or half toll according to the draught of the Cargo thus indicated, but this proposition would violate the principle laid down by Government in the Extract of Minutes Consultation of the 4th November, that the toll levied is not on the Goods conveyed, but on the boats using the Canal; and hence it does not appear

that

appear to me necessary to decide it.—

11th. In conclusion I would suggest for the consideration of Government, whether it will not be advisable to embody the present report in future in the general report on the operations of the Department, called for in paras 11, 12 and 13 of the 1st Section of the Code. While the receipts and charges of the Canal were kept separate from other Receipts and Charges, it was necessary to submit a Special Report on them, but these having been ordered in Extract Minutes of Consultation of the 23d June last No. 1212 to be included in the general Revenues and charges of the Country, there seems no valid reason why the whole should not now be embraced in one Report.

Exd. C. G. Cobham
4th 1836 para 11.

I have the honor to be,
Sir
Your most Obedient Servant
W. L. Stiles Colonel
Engr. Engineer.

Fort St. Diego
22d July 1835

4th May 1836

final

No. 37

From Lieut.t R.H. Lankey
Supt. of the 66 Canal

To Colonel [illegible]
The Chief Engineer
In the Department of Public Works
Fort St. George
[illegible] 28th Nov. 1856

Sir,

In reporting on the Collections and traffic of the Canals North of Madras for the past Official Year as directed in Ord. Mins. Cons. No. 1130 dated the 9th October 1855, I have the honor to state, that the information thought for some time previously in the course of Collection must now be presented in a very crude form, as I have been engaged up to this the last moment in other departmental duties, and as the statements necessary to the thorough elucidation of the subject, have only just been brought to a state of completion.

2 Lieut.t Chambers' masterly and lucid report No 35 dated the 10th May 1856, has placed the subject in such a clear light, that even had I ample leisure, a very few remarks of a general nature in explanation of the various statements would amply suffice, and therefore though concise, I trust the information now conveyed may be found useful, in connection with this

that

(1)
Public Works Dept.
Ord. Cons. 25th Nov. 1856
No 1133

From
The Chief Engineer
&c &c
The Secretary to Government
Public Works Dept.

Dated Nov.r 23rd.

Sir,

I do myself the honor to forward herewith the accompanying Report and statements for the information of Government.

Letter from C.B. Kennedy Esq.r Executive Engineer, 4th in charge of Eastern Coast Canal together with copy of a report by Lieut.t Lankey the late Supt. on the collections and traffic on the Cochrane Canal for the Official Year 1855-56 Esq.r

I have &c
(Signed) [illegible]
Chief Engineer

Rec.d 28th Nov.r 1856
No 1133

(2)
Public Works Dept.
Ord. Cons. 25th Nov. 1856
No 1133

From
C.B. Kennedy Esq.r
Executive Engineer 4th in charge
Eastern Coast Canal
To
The Chief Engineer
&c &c

Dated Nov.r 22nd 1856

Sir,

I have the honor to forward herewith the accompanying statements for the information of Government.

Letter from Lieut.t Lankey the late Supt. on the collections and traffic on the Cochrane Canal for the Official Year 1855-56 Esq.r

I have &c
(Signed) C.B. Kennedy
Executive Engineer 4th in charge
Eastern Coast Canal

Rec.d 28th Nov.r 1856

(that afforded in the previous year)

3 In accordance with the arrangement of carefully separating the Salt trade of the Canal from the traffic in Miscellaneous goods which was introduced by the Salt Superintendent and received the sanction of higher authority this very natural distinction has been kept in view in the accompanying statements.

4 At the outset it is my pleasing duty to report the thorough success which has followed so rapidly on the introduction by Lieut. Chambers of the New System of tolls by which 4 annas is now levied on each ton, where formerly it averaged 10 annas. The aggregate of goods moved on the Canal during the past year has been 10,54,67½ tons. The year before it amounted to 82,370 tons, (showing a clear increase of 28 per cent in one year).

5 In para 5th of his report, the late Superintendent states that the average toll collected between July 1849/50 and 1853/54 to have been 24,000 Rupees, which at 10 annas a ton, the toll then levied would represent a movement of 38,400 tons. From this it would seem that the traffic has increased three fold, a result which I think must fairly be attributed to the impetus given to the trade, by lightening the toll and removing the many causes of delay at the Basin which the Old System imposed.

6 Compared with the average of the Returns of the 12 months 1853/54 and 1848/49 viz: 6,500 ½ tons from the same

[illegible]

25

received during the past year 26,366 falls short only by 34 Pr.

(Vide Abstract Table A.)

7 Another fact of interest is the large number of New Boats brought during the year to be numbered and registered at the Basin. From a return prepared by Mr. Rogers I find their number and tonnage to have been as follows.

	No.	Tonnage.
New traffic Boats	76	994
Measurement do	9	15

aggregating 85 New Boats with a total burthen of 1009 Tons.

8 Turning also to the laden boats employed in Miscellaneous traffic which arrived at the Basin, their number will be seen to be 6847 against 5390 the year before, which coupled with the above facts, leads to the conclusion, that the trade is still in its infancy, and that year by year a steady increase may be looked for. True it is, more salt has been moved last year than the previous one, but not in such quantity as materially to effect the conclusions above arrived at.

9 It cannot be said that the year was particularly favorable as regards the state of the water. Excepting during the last month, and that from the bars continuing, [illegible] the low level of the water has been quite as observable as that of the two preceding years. All the early part of the year the toll had to be reduced to ¾ of the amount fixed in consequence of the small quantity of

of water on the Channel.

10. Having no very reliable returns of the height of the water above or below mean tides, I can only mention in a general way, that up to the storm of the 19th and 20th Nov: the water in the Pulicat lake was perhaps as foot below the mean level of the Sea, that it then rose to 5 feet above mean tides fell and again rose on the 10th December to the same height after which it finally and gradually subsided. Throughout February, March and April it was about 5 or 6 inches above that standard.

11. For comparison with the tables given in the 13th para of last years report, I beg to annex the following Monthly statements (Table B) of the receipts from traffic and the disbursements on account of Establishments, Guardwork and Ordinary repairs from which it will appear that the net proceeds on the years working were 20138 Rupees.

(Vide Table B.)

12. A considerable share of the above repairs are due to the injury inflicted on the bends and banks, by the Nivar Phadi and 2 pumworks during the November storm.

13. The annexed table C shows the classification of the

the boats engaged in the trade their number and tonnage.

(Vide Table C)

14. The distribution of the gross quantity 1054675 tons brought down to the Basin, is set forth in the following statement D

(Vide Table D)

15. On view of the table exhibiting in gross the fiscal values of the several villages on the Canal as studded along the shores of the Pulicat Lake, I spared no pains to draw up with some trouble from the returns furnished from the Collectors Office. It exhibits in detail and in gross, the nature of the trade properly distributed among the several sources of supply, and enables one at once to trace all articles of consumption to their source. With the aid of the Map furnished last year and this table, a very accurate knowledge of the traffic on the Northern Canals can be obtained, and had I sufficient time, it would afford me great pleasure to enter somewhat at length into the interesting deductions which might be drawn from it, coupled with observations which my acquaintance in the Villages would enable me to offer. As it is however it is hoped that the Statement will answer the object I had in view in having it framed.

(Vide Table E)

16 From the quantities of water which fell last year, and the subsequent rise of the tanks, the Cooroomjalam Canal was enabled to discharge a much greater activity than heretofore. This year 169 boats with 2895 tons burthen arrived at the Basin from this Canal, and I think a fair expectation may be entertained, that this again will receive considerable impetus from the relief afforded by the new long sluice cut at Vrechurricottah, now in course of execution.

17 Several propositions were brought forward in Civil Chambers for the amelioration of the trade, but as they were not altogether approved of by Government, I would in consumption on my part to reiterate them here. There are however one or two points which I hope I may be permitted for bringing again to notice as they appear to me to be of considerable importance.

18 I would first of all mention the tax levied by the Local Authorities on the firewood and brushwood cut in the Vrechurricottah jungles. No body can doubt the justice of levying such a tax - but if the mode of collecting it can be simplified, and rendered less vexatious, it might be expected as in the case of the Canal tolls, that considerably more life and activity

activity would be infused into the trade. At present each bundle of faggots is weighed by a peon at the loading place before it is allowed to be placed in the boat, each sticks and piece of firewood accurately counted, the list made out and paid before the boat is at liberty to proceed towards Madras. With even a large supply of peons this would prove a most tedious process, to say nothing of the facilities held out to a low and ill paid class of men for practising peculations and exacting bribes. I would by strongly to recommend the complete withdrawal of all the present strict exactions separately on the different descriptions of firewood, and the substitution of a simple tax on the tonnage of the boats lading on the shores of the Canal & Passengable either at Vrechurricottah or the Basin. The amount of the rise during the previous 5 years has been as follows.

/Vide Table C./

Comparing this with the tonnage of boats during the last season it will appear that 5½ annas* per ton would make up the amount, reduced however to half the encouragement held out I should think would increase the trade so rapidly that all deficiency would be made up. It may be thought that the jungles would suffer from the extraordinary draught upon their

* This removal of an obstruction became absolutely necessary for the years 1849/50 & 1850/51 & while the amount is arranged from 1851 0 Tonnage of 1856/57 Rate.

their resources, but taking the superficies at 27 square Miles supposing one square Mile be cut down each year, and a careful system of Excavation and replanting adopted, I believe they would be quite inexhaustible.

19. The next subject which seems to me worthy of especial mention, is the toll now levied indiscriminately on light and heavy goods, the one and same payment demanded at the Basin on a boat, whether she be laden with shells or shall be even empty. Lieut. Chambers suggested reducing the toll again one half, which was not approved of. A modification of this would seem to be more equitable and could be adopted with some little extra trouble to the Superintendent, by making full and half draught lines on each boat and then levying the tolls as follows.

4 annas per ton on all Cargoes exceeding the boats above the half draught mark.

2 annas — do — do — on all below the same —

and take nothing on empty boats.

Palmyrah leaves, Straw &c and all other light articles on which there is now hardly any trade on the Canal would doubtless be brought down in considerable quantities.

E. C. Canal Office
Negur 20th May 1857

I have the honor to be
Sir
Your most Obt. Servant
R. Kennedy
Executive Engineer
of the Eastern Division

No. 37

From

R. Kennedy Esqr.
Executive Engineer In charge of the
Office of the Supt. of the E. C. Canal

To

The Chief Engineer
In the Dept. of Public Works
Fort St. George

Sir,

The Annual Report on Cochrane's Canal and those connected with it, which I have now the honor to forward, was handed to me by Lieutenant Vanting complete as now submitted with the exception details in one or two of the Tabular Statements.

Although requested by that gentleman to amplify or alter the report where I might see it necessary I have considered that justice would be best done to himself and the subject by placing before you the results of his experience as formed by himself.

The omission of any mention of the effects of the Shediancoopum Lock is owing I believe to its having been reported upon fully elsewhere, yet I cannot help thinking that it would be well for future reference to have had the

last

late Superintendents opinions therein now embodied in the present document, as there can be little doubt of its working a very beneficial effect upon the traffic for which no allowance is made in accounting for the increase during the past year.

I beg to explain an apparent discrepancy in the totals of Tonnage exhibited in Tables A and B, the former showing 105,467½ and the latter 123,005. For a considerable portion of the year Lieut. Chamberlain the then Dep.t lowered the rate of toll to 3annas per ton upon the whole tonnage of each boat because owing to the shallowness of the Canal they could not be fully laden. Table B shows the aggregate tonnage of the Boats and Table A represents for the sake of comparison with a similar Table of the previous year the amount of tonnage which at 3a annas per ton is equivalent to the total toll Collections for the year, namely Rs. 26,366.

E.C. Canal Office
Adyar
20th May 1857

I have the honor to be
Sir
Your Most Obedient Servant
R Maitland
Executive Engineer & Secretary of the
Board of the E.C. Canals

Table A.

Comparative Statement of Toll Collections for the Official Years 1855/56 and 1856/57

Nature of Traffic	1855/56			1856/57			Increase in the Current Official year 1856/57		
	No. of Boats	Tonnage	Rupees	No. of Boats	Tonnage	Rupees	No. of Boats	Tonnage	Rupees
Miscellaneous Produce	5390	49597½	12399 7	6847	61719	15429 12	1457	12121½	3030
Salt	1752	32776	8194 • 2440	43748½	10937 2	688	10972½	2743 2
Total	7142	82373¾	20593 7 9287	105467½	26366 14	2145	23093¾	5773 7

Tab

Detailed Account of the Receipts

Name of Month	Number of Boats entered Outwards Loaded	Tonnage of the Same	Number of Boats Light	Tonnage of the Same	Total Number of Boats	Total Tonnage	Amount of Tolls levied at Allcross & Low
1856 May	612	36164	408	67384	1020	10355	2588 12 .
June	548	34244	422	7182	970	10606	2651 9 .
July	516	36114	344	58294	860	9441	2360 4 .
August	431	32424	148	25094	579	57814	1437 15 .
September	536	42784	154	24534	690	67312	1682 11 .
October	603	58313	210	31504	813	84634	2115 15 .
November	462	34435½	45	7002	507	41364	10341 . .
December	620	7722	76	1450	696	9172	2292 . .
1857 January	719	8142	106	2073	825	10215	25553 12 .
February	633	73914	97	2030	730	9424	2356 . .
March	543	6929	25	491	568	7420	1855 . .
April	624	4611	405	9140	1029	13751	3437 12 .
Total	6847	61719	2440	43748½	9287	105467½	26366 14 .

No B.

Receipts & Disbursements during the Year

Expenditure

Name of Month	Establishment		Sundries			Ordinary Repairs			Totals		
1856 May	149	8 .	"	"	"	212	3 .		361	11 .	
June	149	8 .	"	"	"	388	5 7		537	13 7	
July	142	. .	"	"	"	276	8 8		418	8 8	
August	142	. .	8	9 .		578	7 10		729	. 10	
September	142	. .	"	"	"	545	. 11		687	. 11	
October	142	. .	"	"	"	78	10 3		220	10 3	
November	142	. .	10	5	6	75	2 11		227	8 5	
December	141	. .	"	"	"	77	2 6		218	2 6	
1857 January	142	. .	"	"	"	488	14 11		630	14 11	
February	142	. .	2	.	6	494	9 9		638	10 3	
March	142	. .	"	"	"	319	12 9		461	12 9	
April	142	. .	17	5	6	936	15 1		1096	4 7	
Total	1718	. .	38	4	6	4471	14 2		6228	2 8	

Table C.

List of Boats which carry the Produce.

Tonnage of Boats	Number of Boats of each Kind	Total Tonnage of each Kind	Increase in the Current Official year 1861/5, No. of Boats of each Kind	Total Tonnage of each Kind
I	124	124	29	29
II	9	18	5	10
III	14	42	8	24
IV	6	24	4	16
V	10	50	2	10
VI	6	36	1	6
VII	15	105	"	"
VIII	3	24	"	"
IX	2	18	"	"
X	3	30	1	10
XI	2	22	"	"
XII	1	12	"	"
XIII	4	52	"	"
XIV	4	56	1	14
XV	6	90	"	"
XVI	30	480	"	"
XVII	14	238	"	"
XVIII	25	450	"	"
XIX	33	627	1	19
XX	22	440	1	20
XXI	21	441	4	84
XXII	16	352	"	"
XXIII	20	460	"	"
XXIV	14	336	3	72
XXV	10	250	"	"
XXVI	30	780	9	234
XXVII	16	432	3	81
XXVIII	14	392	4	112
XXIX	8	232	5	145
XXX	7	210	2	60
XXXI	2	62	1	31
XXXII	1	32	1	32
XXXIII	1	33	"	"
Total	493	6950	85	1009

Table D.

Shewing the Number of Boats, Tonnage, and the amount of Toll Collected on each sort of Goods arrived at the Basin by Cochrane's Canal during the Current Official year 1856/57

No.	Names of articles arrived	Number of Boats employed in carrying the same	Tonnage of these Boats	Amount of Toll paid at Madras on each kind	
1	Aavaram Stones	2	2	"	8
2	Bengle	1	7	1	5
3	Brushwood	3	3	"	12
4	Chellies	94	1335	297	11
5	Chunam	8	8	2	"
6	Charcoal	13	69	15	11
7	Cheyaroot	3	22	4	10
8	Cocanuts	2	29	7	4
9	Cellon	1	24	6	"
10	Casangra	2	21	3	15
11	Crumellies	12	17	3	13
12	Empty Boats	166	245	59	10
13	do Cabbies	1	1	"	4
14	Firewood	1348	2692	577	12
15	Furniture	1	1	"	4
16	Jungly Cut stone	11	142	33	7
17	Gunnies	2	2	"	8
18	Jungle Sticks	6	105	23	13
19	do Wood	1	1	"	4
20	Mats	2	2	"	8
21	Oysters	1	1	"	4
22	Passengers	1555	1682	420	5
23	Palmyra Leaves	33	4030	83	4
24	Palankeens	10	58	14	2
25	Paddy	6	101	19	"
26	Plantains	53	128	32	"
27	Rice Poods	40	42	10	8
28	Red Wood	27	621	135	1
29	Rattans	2	29	5	15
30	Shells	1984	21447	4687	9
31	Salt fish	301	429	102	9
	Carried Over	5579	53396	11747	8

No.	Name of Article entered	Number of Vessels engaged in carrying Cheveleys	Tonnage of those Vessels	Amount of Fees paid at rates on each kind
	Brought forward	5579	53396	11747 8
32	Salt	2440	23270	1097 2
33	Sundries	381	590	139 2
34	Straw	38	484	110 13
35	Saffron	1	11	1 12
36	Tobacco	21	181	3 5 2
37	Turf	87	126	31 8
38	Turmaric	1	7	1 5
39	Tiles	1	1	2 4
40	Valum Barks	4	37	5 6
41	Wood	728	14816	333 8 8
42	Rafts of Timber	(9 in No.)	18	4 5
	Total	9287	123005	26366 14

Tab

Showing the Number of Boats, Tonnage, and the amount of Toll collected on each sort of Boats arrived at the Basin from each Village by Cochrane's Canal during the Current Official Year 1856/57 (or from 1st May/56 to 30th April 1857.)

Name of Place	Wood				People				Others			
	B	T	R	A	B	T	R	A	B	T	R	A
1 Athuputt	.	.	.		.	.	.		"	"	.	
2 Arumbaccum	.	.	.		80	1670	358	9	20	500	97	8
3 Annamalacherry	.	.	.		.	.	"		5	26	5	.
4 Arrungum	.	.	.		.	.	"		.	.	.	
5 Bamarpaulam	.	.	.		108	2090	446	11	3	57	14	4
2 Bridge	.	.	.		.	.	.		1	1	.	4
6 Coromandel	.	.	.		46	145	20	12	623	1082	242	3
7 Cusbah Muthuricollah	123	5666	1911	12	416	9934	2182	10	.	.	.	
8 Caringal	.	.	.		"	.	.		20	38	8	5
9 Chindamoney Cowil	.	.	.		.	.	"		.	.	.	
10 Cullool	.	.	.		.	.	.		1	1	.	4
11 Chunamcolum	"	.	.		.	.	.		10	186	43	15
12 Calangy	"	.	.		.	.	.		1	1	3	4
13 Cautoopully	.	.	"		.	.	.		1	1	3	.
14 Calivauchy	.	.	.		1	19	3	9	1	1	.	4
15 Coyonazpalam	3	58	13	4	2	46	11	.	.	.	.	
16 Onion	.	.	.		203	38	8	3	12	12	3	.
17 Ellcot	10	266	66	8	24	553	138	4	.	.	.	
18 Elawoor	.	.	.		4	105	27	.	252	4362	973	6
19 Ettum	.	.	.		.	.	.		109	2065	473	4
20 Poonamallee	.	.	.		.	.	.		56	1037	253	3
21 Pondicherry	.	.	.		1	15	3	12	.	.	.	
22 Pursuacum	2	50	9	15	"	.	.		.	.	.	
23 Pongoly	.	.	.		.	.	.		1	1	.	4
24 Madrapatam	.	.	.		.	.	.		499	8527	1768	12
25 Manjakka	.	.	.		.	.	.		.	.	.	
Carried Over	438	9043	2001	7	705	14616	3210	11	1641	17814	3890	.

No. 2

Toll collected on each sort of Boats arrived at the Basin from each Village year 1856/57 (or from 1st May/56 to 30th April 1857.)

Salt				Straw				Miscellaneous Produce				No of Boats Loading it in 1856/57	Their Tonnage	Amount of Toll paid at Madras	
B	T	R	A	B	T	R	A	B	T	R	A	B	T	R	A
816	18326	3788	13	.	"	"		8	8	2	.	824	18344	3790	13
"	"	"		"	"	"		9	28	6	10	109	2088	462	11
"	"	"		"	"	"		"	"	.		5	26	5	.
"	"	"		"	"	"		3	20	3	14	3	20	3	11
"	"	"		"	"	"		7	84	17	12	118	2231	478	11
"	"	"		"	"	"		1	1	.	4	2	2	.	8
"	"	"		"	"	"		182	253	61	15	851	1480	334	11
"	"	"		"	"	"		79	631	139	8	919	19232	4234	2
"	"	"		1	1	"	4	1	19	3	9	21	57	11	4
"	"	"		"	"	"		58	61	15	4	58	61	15	4
"	"	"		"	"	"		"	"	"		1	1	.	4
"	"	"		"	"	"		1	18	4	8	11	204	487	
"	"	"		"	"	"		1	1	.	4	14	14	3	8
"	"	"		"	"	"		3	7	1	12	15	19	4	12
"	"	"		"	"	"		26	28	7	.	28	48	10	13
"	"	"		"	"	"		37	381	86	12	42	483	111	.
"	"	"		"	"	"		252	529	117	9	660	8957	1849	12
373	8378	1720	11	"	"	"		2	44	11	.	36	863	215	12
"	"	"		"	"	"		3	20	3	14	259	4490	1004	11
"	"	"		"	"	"		10	71	16	5	119	2139	489	9
"	"	"		"	"	"		"	"	.		59	1037	253	3
"	"	"		"	"	"		35	429	95	2	36	444	98	11
"	"	"		"	"	"		"	"	"		2	53	9	15
"	"	"		"	"	"		"	"	"		1	1	.	4
"	"	"		"	"	"		1	7	1	12	500	8534	1770	8
"	"	"		"	"	"		3	8	1	9	3	8	1	9
1189	26714	5509	8	1	1	.	4	722	2648	598	3	4696	70836	15210	1

Tab

Showing the Number of Boats, Tonnage, and the amount of Toll collected on each sort of Boats arrived at the Basin from each Village by Cochrane's Canal during the Current Official Year 1856/57 (or from 1st May/56 to 30th April 1857.)

Name of Place	Wood				People				Others			
	B	T	R	A	B	T	R	A	B	T	R	A
1 Athuputt	.	.	.		.	.	.		"	"	.	
2 Arumbaccum	.	.	.		80	1670	358	9	20	500	97	8
3 Annamalacherry	.	.	.		.	.	"		5	26	5	.
4 Arrungum	.	.	.		.	.	"		.	.	.	
5 Bamarpaulam	.	.	.		108	2090	446	11	3	57	14	4
2 Bridge	.	.	.		.	.	.		1	1	.	4
6 Coromandel	.	.	.		46	145	20	12	623	1082	242	3
7 Cusbah Muthuricollah	123	5666	1911	12	416	9934	2182	10	.	.	.	
8 Caringal	.	.	.		"	.	.		20	38	8	5
9 Chindamoney Cowil	.	.	.		.	.	"		.	.	.	
10 Cullool	.	.	.		.	.	.		1	1	.	4
11 Chunamcolum	"	.	.		.	.	.		10	186	43	15
12 Calangy	"	.	.		.	.	.		1	1	3	4
13 Cautoopully	.	.	"		.	.	.		1	1	3	.
14 Calivauchy	.	.	.		1	19	3	9	1	1	.	4
15 Coyonazpalam	3	58	13	4	2	46	11	.	.	.	.	
16 Onion	.	.	.		203	38	8	3	12	12	3	.
17 Ellcot	10	266	66	8	24	553	138	4	.	.	.	
18 Elawoor	.	.	.		4	105	27	.	252	4362	973	6
19 Ettum	.	.	.		.	.	.		109	2065	473	4
20 Poonamallee	.	.	.		.	.	.		56	1037	253	3
21 Pondicherry	.	.	.		1	15	3	12	.	.	.	
22 Pursuacum	2	50	9	15	"	.	.		.	.	.	
23 Pongoly	.	.	.		.	.	.		1	1	.	4
24 Madrapatam	.	.	.		.	.	.		499	8527	1768	12
25 Manjakka	.	.	.		.	.	.		.	.	.	
Carried Over	438	9043	2001	7	705	14616	3210	11	1641	17814	3890	.

No. 2

Toll collected on each sort of Boats arrived at the Basin from each Village year 1856/57 (or from 1st May/56 to 30th April 1857.)

Salt				Straw				Miscellaneous Produce				No of Boats Loading it in 1856/57	Their Tonnage	Amount of Toll paid at Madras	
B	T	R	A	B	T	R	A	B	T	R	A	B	T	R	A
816	18326	3788	13	.	"	"		8	8	2	.	824	18344	3790	13
"	"	"		"	"	"		9	28	6	10	109	2088	462	11
"	"	"		"	"	"		"	"	.		5	26	5	.
"	"	"		"	"	"		3	20	3	14	3	20	3	11
"	"	"		"	"	"		7	84	17	12	118	2231	478	11
"	"	"		"	"	"		1	1	.	4	2	2	.	8
"	"	"		"	"	"		182	253	61	15	851	1480	334	11
"	"	"		"	"	"		79	631	139	8	919	19232	4234	2
"	"	"		1	1	"	4	1	19	3	9	21	57	11	4
"	"	"		"	"	"		58	61	15	4	58	61	15	4
"	"	"		"	"	"		"	"	"		1	1	.	4
"	"	"		"	"	"		1	18	4	8	11	204	487	
"	"	"		"	"	"		1	1	.	4	14	14	3	8
"	"	"		"	"	"		3	7	1	12	15	19	4	12
"	"	"		"	"	"		26	28	7	.	28	48	10	13
"	"	"		"	"	"		37	381	86	12	42	483	111	.
"	"	"		"	"	"		252	529	117	9	660	8957	1849	12
373	8378	1720	11	"	"	"		2	44	11	.	36	863	215	12
"	"	"		"	"	"		3	20	3	14	259	4490	1004	11
"	"	"		"	"	"		10	71	16	5	119	2139	489	9
"	"	"		"	"	"		"	"	.		59	1037	253	3
"	"	"		"	"	"		35	429	95	2	36	444	98	11
"	"	"		"	"	"		"	"	"		2	53	9	15
"	"	"		"	"	"		"	"	"		1	1	.	4
"	"	"		"	"	"		1	7	1	12	500	8534	1770	8
"	"	"		"	"	"		3	8	1	9	3	8	1	9
1189	26714	5509	8	1	1	.	4	722	2648	598	3	4696	70836	15210	1

Name of Place	Wood				Sappon				Paddy			
Brought forward	438	9043	2001	7	705	14616	3210	11	1641	17814	3890	
1 Moonjaulum	"	"	"		"	"	"		"	"	"	
1 Vallalatittoo	"	"	"		1	7	1	5	167	1633	315	10
1 Omakolamoodium	"	"	"		"	"	"		26	578	144	8
1 Pulicut	1	4	1	"	6	48	12	"	81	578	144	4
1 Potoovaucottum	"	"	"		1	27	6	12	7	72	18	
1 Pumbly	4	100	25	"	"	"	"		"	"	"	
1 Poondy Coottum	5	113	22	9	278	6348	1374	4	"	"	"	
1 Paroombaucottum	1	24	4	8	"	"	"		"	"	"	
1 Ramajoorum	"	"	"		12	235	50	10	66	1178	277	6
1 Rayaroora Vundy	18	446	108	8	10	256	61	7	"	"	"	
1 Reddypaulium	3	83	15	9	"	"	"		1	25	6	4
1 Shadrancottum	"	"	"		"	"	"		"	"	"	
1 Shuroomboo	"	"	"		"	"	"		1	1	"	4
1 Taddacottum	177	3172	677	3	222	4549	982	13	"	"	"	
1 Thandhoopottay	"	"	"		"	"	"		"	"	"	
1 Vallioor	"	"	"		"	"	"		"	"	"	
1 Voyalvoor	"	"	"		"	"	"		"	"	"	
1 Vullumbadoo	"	"	"		"	"	"		"	"	"	9
1 Vanadoo	"	"	"		"	"	"		1	19	3	4
1 Yellayalavaucottum	108	2452	607	13	4	99	24	12	7	186	34	
Total	755	15437	3463	9	1248	26392	5774	12	1954	21447	4879	

Salt				Grain				Miscellaneous Produce				Nos of Boats leaving it in 1856/57	Nos Tonnage	Amount of Sales at Madras	
1189	26	14	5569	8	1	1	"	722	2648	598	3	4696	70836	15210	1
"	"	"		"	"	"		6	8	2	"	6	8	2	"
"	"	"		"	"	"		5	63	13	5	173	1702	330	4
"	"	"		"	"	"		3	3	"	12	39	581	145	4
"	"	"		"	"	"		1762	1804	1151	"	1826	1913	478	4
315	6402	1310	12	"	"	"		65	103	25	12	388	6569	1345	"
"	"	"		"	"	"		11	113	26	2	15	213	51	2
"	"	"		"	"	"		"	"	"		283	6461	1396	13
"	"	"		"	"	"		"	"	"		1	24	4	8
"	"	"		"	"	"		3	25	6	1	81	1438	334	1
"	"	"		"	"	"		5	5	1	4	33	707	171	3
"	"	"		"	"	"		"	"	"		4	108	21	13
"	"	"		"	"	"		129	160	38	6	129	160	38	6
"	"	"		"	"	"		1	1	"	4	2	2	"	8
"	"	"		13	193	43	"	94	1058	234	7	506	8972	1937	7
"	"	"		"	"	"		2	88	19	11	5	88	19	11
"	"	"		"	"	"		"	"	"		505	11346	2220	4
505	11346	2220	4	"	"	"		"	"	"		432	8779	1896	14
431	8778	1896	10	"	"	"		1	1	"	4	1	19	3	9
"	"	"		"	"	"		"	"	"		12	261	65	4
"	"	"		"	"	"		1	26	6	8	150	2818	694	10
"	"	"		3	49	9	3	30	110	27	8				
2440	53270	10937	2	17	243	52	7	2843	6216	1451	7	9287	123005	26366	14

Table E.

The Receipts of Cochrane's Canal in Account Current for the Official Year 1856/57

Co.

To Canals Credit in the Treasury of the Collector of Madras	26366	14	0	By Amount of Receipts on Tolls during the year 56/57	26366	14	0
Company's Rs.	26366	14	0	Company's Rs.	26366	14	0

E.E.
Canal Office
Odyar
20th May 1857

E.E.
Revd
Executive Engineer
In charge of the Office
of the Superr of the Cochrane Canal

Table G.

Showing the Amount of Sist levied on Firewood &c. Sticks Purricottah for the last 5 years from 1849/50 to 1853/54.

Official Years	Quantity and Name of the Article	Sist
1849/50	3513095 Firewood &c.	3536 1
50/51	7765450 do.	7432 1
51/52	7773860 do.	7335 6
52/53	1698691 do.	1646 12
53/54	7124370 do.	6881 15
	Rupees	29832 4

C. Chinglepute
20th February/57

/o True Copy/

/Signed/ C. Shubrick
Collector.

P.W.D.

No. 1621.

Extract from the Minutes of Consultation

Under date the 22d August 1857.

Read the following

Letter from the Chief Engineer.

/Here enter 22d July 1857, N 2277./

The Chief Engineer

submits a letter from Mr

Kennedy, Executive Engineer

lately in charge of the office

of Superintendent of the East

Coast Canal, enclosing copy of

a report from Lieut. Sankey,

the late Superintendent, on

the Collections and Traffic on

Cochrane's Canal for the official

year 1856/57.

The total number

of boats which arrived at

the basin during the year

was 9,287, conveying 105,467 tons

of

Chief Office of Engineers
& Superintendent of Canals
Pond Office Calcutta

Dated 20th
Nov 1857

Sir,

I am ordered Colonel Colvin
to forward herewith, for the
information of the Board
of Revenue, a Report
by Lieut. Sankey
late Superintendent
of the Cochrane Canal
and Drainage Works
Canals Northern Division
for the year 1856-57.

I have &c.

Signed

Executive Engineer

Received 23 Nov 1857

Recorded in Letter Book

Signed

of goods, and paying a toll of Rupees 26366. Comparing this with the operations of the preceding year, the result exhibits an increase in the year under notice of 2145 boats, 23094 tons of goods, and 5773 Rs in the amount of tolls collected, as shown in the margin. But if, as approved by Government in Extract from the Minutes of Consultation of the 1st November 1856, the boats employed in the salt trade, and the collections realized under that head be excluded, the result will be an increase in the general traffic to the extent noted below.

	Boats	Tonnage	Toll Rs
1855-56.	7,142	82,373	20,593
1856-57.	9,287	105,467	26,366
Increase	2,145	23,094	5773

General traffic	Boats	Tonnage	Toll Rs
1855-56	5,390	49,597	12,399
1856-57	6,847	61,719	15,429
Increase	1,457	12,122	3,030.

The

Lieut. Sankey's report para 4.

increase is attributed partly to the impetus given to trade by the reduction of the toll to 4 Annas a ton, but chiefly to the effects of the Sheduiencoppum Lock. The Chief-Engineer states that, although no mention is made in Lieut. Sankey's report of the effects of that work, he has little doubt that it has exerted a very beneficial influence on the trade on the Canal, and contributed materially to the increase noticed above.

5. The amount of toll leviable on the aggregate tonnage of the boats which passed on the canal, is Rupees 30,751, but the amount actually collected was only Rs 26,366, owing to a reduction of the toll from 4 to 3 annas a

a ton during a considerable portion of the year, under the circumstances explained in para 4 of the Chief Engineer's Letter. Deducting charges, amounting to Rupees 6,228, in which is included a large expenditure on account of repairs, which were rendered necessary in consequence of the injury sustained by the banks of the canal during the storm of November last, the net Collections amounted to Rupees 20,138, as shown in the Margin.

	Rs	
Collections		26,366.
Charges		
Establishment & Sundries Rs 1756		
Repairs - - - -	4472	6228.
Net Collections.		20,138.

5 The Government consider the results above given, of the operations of the year, to be satisfactory, and to afford grounds for expecting a steady increase in the trade of the Canal in future years.

6 In paras 17 to 19 Lieutenant Sankey makes two propositions for facilitating the trade on the Canal, which have been already brought forward by Lieutenant Chambers in his report of the 10th May 1856, and noticed by Government in Extract from the Minutes of Consultation of the 14th November following. The first proposition relates to the tax levied on the firewood and brushwood cut in the Sreekaracottah Jungles Lieutenant Sankey does not question the justice of the impost but

but considers that the mode in which it is collected, might be simplified and rendered less vexatious to the traders. He represents that each bundle of faggots is weighed at the loading places, and that every stick or large piece of firewood is counted, and the tax on the whole levied, before the boat is permitted to proceed to Madras. To obviate the delay and inconvenience thus occasioned, he suggests that the present system of taxing separately each description of firewood should

should be abolished, and that a tax should be levied instead on the tonnage of the boats loading at the Canal, a proposition which the Chief Engineer represents to be a tax, on "the burden or tonnage of the wood placed on boats;" and he thinks the matter worthy of consideration in the Revenue Department. Lieutenant Sankey's proposition is intelligible, and its adoption would no doubt obviate delay, but the Chief Engineer's version of it appears only to substitute weighing

for counting, so that no advantage could be gained.

In para 1 of their Proceedings of the 22d February 1856, the Board of Revenue stated that the Three-kurricottah firewood was divided into five classes; four consisting of logs of different lengths and girth, the tax being levied at so much per 100,000 pieces, and the fifth of bundles of faggots of 10 maunds weight each. In their review of these Proceedings, dated 17th March 1856 No 303, the Government expressed

*para 4.

expressed an opinion that, if all the fire-wood of the last class were weighed, the practice should cease in respect to it; and that the tax should be levied on estimate, actual weighing being resorted to only in doubtful cases, and in para 5 they pointed out how the assessment of the tax might be improved, as regarded the other classes, by fixing the rate at so much a score, a dozen, or even a logs and in para 6, they suggested a more compendious mode of levying

levying the duty, by which all detailed taxation would be avoided, viz dividing the jungle into portions, and putting them up annually to public competition. In Extract minutes of Con.ᵗ of the 5.ᵗʰ February last N.ᵒ 141, the Government reiterated their opinion that the practice of taxing firewood by weights was vexatious and costly, and requested the Board to reconsider the matter in communication with the Collector. They also thought, with reference to the proposal of the Collector and the Board to raise the duty on the inferior classes of firewood, at so much a thousand pieces, that a smaller number would be preferable, and they remarked that, notwithstanding all that had been advanced by the Collector

para 3

*para 4.

Collector and the Board against the System of annual sub rents, such a System might be found the best, as dispensing with all weighing, counting, measuring, and tolltaking. They therefore referred the subject again for the consideration of the Board, and at the same time called their attention to extracts from certain paras of Lieut.ᵗ Chambers report of the 10.ᵗʰ May 1856, regarding the high rate of duty charged on some other articles produced in the Straits of the Malay Jungles, and particularly requested their attention to the very high rate levied on charcoal.

A reply having been received from the Board, the Government [illegible] to them

~~them from 18 of Lieut. Sankey's~~
~~report, and to request that~~
~~they will, after consulting~~
~~the Collector~~ will take the whole
subject into their ~~careful~~
consideration, ~~and submit~~
~~their opinion at an early date,~~
~~for the orders of Government.~~

The other proposition submitted by Lieut. Sankey, refers to the toll now levied indiscriminately on light and heavy goods, the charge being the same whether the boat be laden with shells, or straw, or be even empty. To facilitate therefore the trade in the lighter articles, Lieut. Sankey suggests that full and half draught lines should be marked on each boat, and that full or half-toll should be charged according to the draught ~~of the ship~~, nothing being

being taken on empty boats. But as this proposal would, as remarked by the Chief-Engineer, violate the principle laid down in Extract from the Minutes of Consultation of the 1st November 1856, that the toll levied is not on the goods conveyed, but on the boats using the Canal, the Government do not consider it expedient to authorize any change.

With reference to the concluding para of the Chief-Engineer's letter, the Government see no objection to the operations of the Public Works Department, in connection with the Canal, being included in future in the General Report called for in paras 11, 12 & 13 of the 1st section

section of the Code. But they consider it desirable that the progress of the trade on the Canal, the amount of receipts, disbursements, and net collections should still be specially laid before Government, as directed in para 4 of Extract Minutes of Consultation 7th October 1853 No. 1130.

Report to the Board of Revenue.

9.— Chief Engineer

P. Cons: 9th Oct. 53 No 29430.
P.W. 4th Nov. 56 — u — 75476.
u — 23d June 57 — u — 87689-894.

Copy in a Letter to E.
d/ 7th April 1858 No 8

Public Works 1857 Dept.
No. to Cons: 25th August.

No 1621.

Extract Mins: of Cons:
Dated 22d August 57.
Rec: from the Bd: of the Chief Comr.
D/ 26th Jany 58 C. No 182 in C. 2 March

Shewing that there is no objection to the operations of the Gd. W. D. in connection with the Canal being included in future, in the General Report called for in Paras 11, 12, and 13 of the 4th Section of the Code, and considering it desirable that the progress of the Trade on the Canal, the amount of Receipts, disbursements, and net collections should be submitted in a Special Report.

No 30 & 31.

3 Aug 57