M.R.O. 1—22.4.61—25-11-80

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No. Press Mis.

Dated 18

Not to be folded or roughly handled

No. 74. Read the following letter from Major E. LAWFORD, Officiating Chief Engineer; to the Secretary to Government, dated 5th August 1858, No. 2552.

SIR,

In reply to Extract Minutes of Consultation No. 354, dated 2nd March 1858, I have the honor to submit in original a Memo* of the valuation of Cargo Boats above 10 feet in width in the Cochranes and great Northern Canal, this register shows that they are 324 in number, and the valuation fixes their work at 75,970 Rupees, but of these, it is shown that 91 are not any where to be found, 46 are bad, and 56 very bad, leaving 131 in serviceable order.

*Dated 9th June 1858, to be obligingly returned.

1 Original Memo. of the valuation of Boats, dated 9th June 1858.
1 Copy of letter from the Supt. E. C. Canal, No. 459, dated 9th June 1858.
1 Copy of letter from the Commandant of Engineers, No. 519, dated 27th October 1857.

2. The late Superintendent of the Eastern Coast Canal states his opinion*, that the bad shape of the Boats is likely to be maintained, and he adds that 30 new Boats of 10 feet beam and upwards, have been constructed during the past year, while only 24 new Boats are smaller, and workmen are busy constructing more of the larger description. He again urges his request that a heavy toll may be imposed on all new boats, including those that have been begun in spite of his remonstrances.

* In letter No. 459, dated 9th June 1858.

3. Considering the recommendations of the Commandant* of Engineers the Superintendent of the Canal and the expectations of increased and quicker traffic on the Canal, I would now beg the Government to take into favorable consideration, the levy of an additional toll of 1 Anna per ton on all Boats, exceeding 10 feet in breadth, and as it might be difficult to distinguish those begun against the advice of the late Superintendent would fix a time, say 30th September next, so that all Boats of extra beam launched after date, should be subject to the additional toll.

* No. 519, dated 27th October 1857.

Memo. of valuation of Cargo Boats above 10 *feet beam in the Cochrane's and great Northern Canal.*

No.	Tonnage.	Date of construction.	Value new.	Condition.	Present value.
2	23	Cannot be found average.....	.....	.....	200
3	19	Do.	.....	.....	200
4	23	Do.	.....	.....	200
5	24	1850	400	very bad	200
6	28	1848	500	good	250
7	22	,,	350	bad	150
8	26	Cannot be found average.....	.....	.....	200
9	27	1856	500	good	400
10	22	Cannot be found average.....	.....	.....	200
11	26	1855	500	middling	300
12	26	1846	500	bad	250
13	19	Cannot be found average.....	.....	.....	200
14	15	Do.	.....	.....	200
15	13	1816	300	very bad	100
16	,,	Cannot be found average.....	.....	.....	200
17	18	1843	350	very bad	100
18	22	Cannot be found average.....	.....	.....	200
19		Broken up.			
20	23	1850	380	bad	150
21	17	1846	350	,,	100
22	24	Cannot be found average.....	.....	.....	200
23	17	1838	315	very bad	150
24	23	1851	500	middling	300
25	18	Cannot be found average.....	.....	.....	200
26	21	1826	350	very bad	100
27	23	Cannot be found average.....	.....	.....	200
28		Broken up.			
29	21	1844	315	very bad	150
30	20	1848	350	bad	150
31	18	1846	350	very bad	100
32	16	Cannot be found average.....	.....	.....	200
33	23	Do.	.....	.....	200
34	20	1855	350	good	200
35	19	1850	Cannot be found average...		200
36	19	1838	350	middling	150
37	17	1838	350	very bad	100
38	20	1838	350	,,	100
39	22	1838	350	very bad	100
40	18	1848	400	,,	150
41	20	1839	350	very bad	100
42	17	Cannot be found average.....	.....	.....	200
50	16	Do. Do.	.....	.....	200
51	21	Do. Do.	.....	.....	200
54	21	1842	350	very bad	100
55	18	Cannot be found average.....	.....	.....	200
56	21	Do. Do.	.....	.....	200
61	25	1851	500	bad	250
66	30	1854	500	very bad	350
67	24	1843	400	very bad	150
68	26	1850	400	middling	200
69	28	1851	500	bad	250
75	27	1851	450	good	300
76	22	1843	300	bad	100
77	26	1848	400	,,	200
78	29	1846	400	bad	200
79	22	1837	400	very bad	150
81	21	Cannot be found average.....	.....	.....	200
82	20	Do. Do.	.....	.....	200
83	25	1854	385	middling	300
84	16	1841	350	bad	100
85	27	1850	500	,,	300
86	24	1850	350	bad	150
87	24	1848	500	middling	250

Memo. of valuation of Cargo boats above 10 *feet beam in the Cochrane's and great Northern Canal.*

No.	Tonnage.	Date of construction.	Value new.	Condition.	Present value.
88	17	1850	350	middling	100
91	19	Cannot be found average.....	.....	.....	200
92	19	Do. Do.	.....	.....	200
93	18	Do. Do.	.....	.....	200
94	23	1849	500	very bad	250
95	21	1850	350	,,	150
96	20	1850	350	very bad	100
97	20	Cannot be found average.....	.....	.....	200
98	18	Do. Do.	.....	.....	200
99	26	1852	500	bad	250
100	23	Cannot be found average.....	.....	.....	200
101	16	1850	315	middling	200
102	16	1850	350	,,	200
103	16	1853	350	,,	200
104	16	1853	350	,,	200
105	16	1853	350	,,	200
106	16	1850	315	,,	200
107	16	Cannot be found average.....	.....	.....	200
108	16	1854	350	middling	200
109	16	1850	315	,,	200
110	16	1852	350	,,	200
112	16	1850	315	,,	200
113	16	1853	350	,,	200
114	14	1850	315	,,	200
115	16	1850	350	,,	200
116	16	1850	315	,,	200
117	16	1850	350	,,	200
118	16	1851	350	,,	200
119	16	1850	315	,,	200
120	16	1850	350	,,	200
121	17	Cannot be found average.....	.....	.....	200
124	27	1854	490	middling	300
125	20	1850	400	,,	250
126	19	Cannot be found average.....	.....	.....	200
128	26	Do. Do.	.....	.....	200
129	18	Do. Do.	.....	.....	200
130	18	Do. Do.	.....	.....	200
131	19	Do. Do.	.....	.....	200
132	18	Do. Do.	.....	.....	200
133	19	Do. Do.	.....	.....	200
134	19	1838	300	very bad	100
135	27	1854	500	good	300
151	22	1853	400	bad	200
152	20	1849	400	very bad	150
153	30	1838	500	bad	200
154	17	1847	315	,,	150
155	19	Cannot be found average	.....	.....	200
156	20	1854	450	middling	250
160	18	Cannot be found average.....	.....	.....	200
161	21	Do. Do.	.....	.....	200
162	18	Do. Do.	.....	.....	200
165	26	Do. Do.	.....	.....	200
164	27	1840	500	very bad	200
165	20	Cannot be found average.....	.....	.....	200
170	20	1848	350	bad	150
171	19	1854	215	good	200
172	22	1848	350	bad	150
173	22	1850	350	,,	150
174	18	1848	350	,,	100
175	21	1853	450	middling	250
176	19	Cannot be found average	.....	.....	200
177	20	1845	400	very bad	150
178	18	1845	300	,,	100

Memo. of valuation of Cargo Boats above 10 *feet beam in the Cochrane's and great Northern Canal.*

No.	Tonnage.	Date of construction.	Value new.	Condition.	Present value.
179	19	1853	350	very bad	200
180	15	1854	350	„	200
181	18	1848	280	bad	130
183	19	Cannot be found average.....	.....	.....	200
184	17	1848	350	bad	150
185	21	1840	350	very bad	100
186	17	1844	350	„	100
188	18	1848	350	bad	150
189	18	1841	350	very bad	100
190	18	1848	300	bad	150
191	16	1850	350	very bad	150
192		Broken up.			
193	18	1830	100	very bad	100
194	25	Cannot be found average.....	.....	.....	200
195	23	1846	350	very bad	150
196	16	Cannot be found average.....	.....	.....	200
200	17	1852	400	middling	200
201	20	1833	350	very bad	100
202	23	Cannot be found average.....	.....	.....	200
203	28	1854	500	good	400
204	23	Cannot be found average.....	.....	.....	200
205	25	1853	350	middling	300
206	27	1855	500	good	400
207	17	Cannot be found average.....	.....	.....	200
208	21	1848	400	bad	200
209	19	1850	300	„	150
210	20	1853	350	„	200
211	24	Cannot be found average.....	.....	.....	200
213	22	1850	450	middling	200
214	26	1848	500	bad	250
215	21	Cannot be found average.....	.....	.....	200
216	27	Do. Do.	.....	.....	200
217	19	Do. Do.	.....	.....	200
218	21	Do. Do.	.....	.....	200
219	19	1838	350	very bad	100
220	28	Cannot be found average.....	.....	.....	200
221	22	Do. Do.	.....	.....	200
222	19	1844	350	very bad	100
224	23	1840	450	„	150
225	20	Cannot be found average.....	.....	.....	200
226	27	1849	450	very bad	200
227	16	Cannot be found average.....	.....	.....	200
233	18	1828	350	very bad	100
234	26	1850	500	bad	250
235	25	1838	450	very bad	150
236	26	1848	500	bad	250
237	13	1843	264	very bad	80
238	22	1840	350	bad	150
239	24	1851	450	„	250
210	21	1842	300	very bad	100
241	22	1846	400	middling	200
213	25	1852	500	good	250
244	26	1854	500	middling	250
245	31	1855	500	„	400
246	27	1854	500	„	350
247	17	Cannot be found average.....	.....	.....	200
250	19	1835	350	very bad	100
251	24	Cannot be found average.....	.....	.....	200
252		Broken up.			
253	26	1850	450	middling	250
254	20	1838	400	very bad	100
256	30	1855	500	good	400
257	19	1854	400	middling	250

Memo. of valuation of Cargo Boats above 10 *feet beam in the Cochrane's and great Northern Canal.*

No.	Tonnage.	Date of construction.	Value new.	Condition.	Present value.
258	23	1854	450	very bad	300
259	16	1845	350	bad	100
260	23	1847	400	very bad	150
261	27	Cannot be found average.....	.....	.....	200
264	18	1850	350	very bad	150
265	16	Cannot be found average.....	.....	.....	200
266	24	1846	450	bad	200
268	23	1854	350	„	250
269	25	Cannot be found average.....	.....	.....	200
270	19	Do. Do.	.....	.....	200
271	26	Do. Do.	.....	.....	200
272	23	1856	400	very bad	370
273	19	Cannot be found average.....	.....	.....	200
274	28	1854	500	middling	400
275	26	1855	500	good	400
276	23	1847	350	bad	150
277	19	Cannot be found average.....	.....	.....	200
278	24	1856	500	good	400
281	22	1847	390	bad	150
282	15	1852	300	„	200
284	18	Cannot be found average.....	.....	.....	200
285	19	Do. Do.	.....	.....	200
286	14	1847	300	bad	100
287	26	1835	450	very bad	150
288	17	Cannot be found average.....	.....	.....	200
289	20	1848	400	very bad	150
291	26	1854	420	good	350
291	25	„	450	„	350
292	18	Cannot be found average.....	.....	.....	200
293	15	1854	300	middling	200
295	27	1850	420	bad	250
296	23	1828	400	very bad	100
297	19	1830	350	„	100
298	27	1848	400	middling	200
299	26	1854	400	good	350
302	20	Cannot be found average.....	.....	.....	200
304	18	Do. Do.	.....	.....	200
305	19	1852	350	very bad	150
306	21	Cannot be found average.....	.....	.....	200
309	21	1831	400	very bad	100
310	23	1843	400	bad	150
314	16	Cannot be found average.....	.....	.....	200
316	16	1856	300	very bad	270
317	23	1847	140	„	140
322	14	1840	300	„	140
323	17	Cannot be found average.....	.....	.....	200
330	20	1828	400	very bad	100
332	19	Cannot be found average.....	.....	.....	200
341	22	1850	350	bad	170
348	29	Cannot be found average.....	.....	.....	200
356	19	Do. Do.	.....	.....	200
358	15	Do. Do.	.....	.....	200
362	19	1838	350	very bad	100
369	14	1850	250	„	150
370	33	1855	500	good	450
371	25	1850	500	very bad	250
372	20	1846	400	bad	200
373	28	1849	500	good	250
374	30	1852	500	middling	350
375	26	1856	500	good	400
377	28	1853	500	very bad	400
378	27	1843	500	bad	200
379	30	1855	500	good	420

Memo. of valuation of Cargo-boats above 10 *feet beam in the Cochrane's and great Northern Canal.*

No.	Tonnage.	Date of construction.	Value new.	Condition.	Present value.
380	28	1852	420	middling	300
381	17	1838	350	very bad	100
383	19	Cannot be found average.....	.....	.....	200
385	28	1855	500	good	400
386	29	1854	500	middling	400
387	28	1850	420	bad	250
388	22	Cannot be found average.....	.....	.....	200
392	25	1857	500	middling	400
400	26	1857	500	good	400
401	26	1857	500	,,	400
402	26	Cannot be found average.....	.....	.....	200
403	21	Do. Do.	.....	.....	200
412	28	1856	500	very good	450
413	26	1854	500	middling	400
414	26	1853	500	,,	400
422	21	1856	400	,,	300
424	28	1854	500	good	400
426	27	1849	500	middling	250
429	29	Cannot be found average.....	.....	.....	200
430	20	1856	400	good	300
435	19	1856	400	middling	300
436	32	Cannot be found average.....	.....	.....	200
437	28	1857	500	very good	450
439	29	1855	500	good	400
440	24	1855	500	good	350
444	29	1856	500	,,	450
446	21	1857	350	,,	300
447	24	1855	400	,,	300
451	21	1856	400	,,	300
453	24	Cannot be found average.....	.....	.....	200
457	29	1857	500	good	450
458	27	1856	460	middling	400
460	30	1856	500	good	450
461	28	1857	500	very good	450
462	26	Cannot be found average.....			
463	29	1857	500	good	450
464	26	1857	500	middling	450
465	30	1857	500	,,	450
467	27	1856	500	good	400
468	26	1855	400	middling	300
469	32	1857	500	good	450
472	26	1856	420	,,	400
473	23	1856	400	,,	350
475	31	1857	500	,,	450
476	27	Cannot be found average.....	.....	.....	200
477	28	1856	450	good	400
480	28	1857	500	,,	500
481	33	1856	500	,,	450
482	26	1856	500	,,	400
488	28	1857	500	,,	450
489	29	1857	500	,,	450
490	27	1856	500	,,	400
493	29	1857	500	,,	450
494	32	1858	500	,,	500
495	27	1857	500	very good	450
496	27	1858	500	,,	450
498	29	1857	500	,,	500
499	30	1857	500	,,	450
504	26	Cannot be found average.....	.....	.....	200
507	30	1857	500	not leaky	400
512	27	1857	500	good	450
514	18	1857	315	,,	250
515	18	1856	400	very good	350

Memo. of valuation of Cargo-boats above 10 *feet beam in the Cochrane's and great Northern Canal.*

No.	Tonnage.	Date of construction.	Value new.	Condition.	Present value.
516	28	1858	500	good	500
517	29	Cannot be found average.....	.....	.....	200
518	28	Do. Do.	.....	.....	200
523	28	1857	500	very good	500
524	32	1858	500	,,	500
525	32	1858	500	,,	500
526	17	1858	300	,,	200
528	28	1858	500	,,	500
529	26	1858	500	,,	500
				Total Rupees.....	75,970

E. C. Canal Superintendent's Office, Madras, 9th June 1858.

(Signed) F. J. MOBERLY, Lieut.,
Superintendent of the E. C. Canal.

Letter from Lieutenant F. J. MOBERLY, Engineer, Superintendent of the E. C. Canal; to Colonel C. E. FABER, Chief Engineer, dated 9th June 1858 No. 459.

SIR,

1 Referring to Extract Minutes of Consultation No 354 dated 2nd March 1858, I have the honor to submit statement shewing the age, probable original cost, and present value of boats employed upon the E. C. Canal, the register shows their number to be 324 and valuation makes them worth Rs. 75,970; but of these 91 cannot be found although investigation has been made on all parts of the Lake and Canal, of the remainder, 46 are bad and 56 very bad.

2 The shape of the boats and the system of workmanship precludes any hope, that they can be altered into a more convenient form, but unfortunately this bad shape is likely to be maintained for a long time to come by the method of repair employed.

3 A new plank is frequently nailed over an old rotten one; or leaks are stopped temporarily with mud or plaster, until the boats have such a bad name, generally in the country that no goods which are likely to be damaged by water are ever put in a boat, but merchants actually prefer the well known risk of carriage by a bandy if they cannot accompany the goods.

4 The only things these boats can carry with any security are firewood and shells. The Salt-Contractor must have boats specially mended for the purpose.

5 It is not however so much for these old boats that I have proposed the additional toll as to prevent the construction of new boats.

6 It appears that 30 boats have been constructed during the past year of 10 feet beam and upwards, while only 24 new boats are smaller, and in many places on the banks of the Canal workmen are busy in constructing more.

7 If therefore it be considered unjust to levy a higher toll on these boats which really occupy much more of the Canal in proportion to their tonnage than the smaller ones, I would earnestly beg that a heavy rate may be at once authorized on all new boats which have been commenced in spite of repeated warnings on my part during the last few months.

Letter from Colonel A. T. COTTON, Commandant of Engineers; to Colonel C. E. FABER, Chief Engineer, dated 27th October 1857, No. 519.

SIR,

In reply to your proceedings of the 22nd instant respecting Lieutenant Moberly's letter, I have the honor to state that I quite approve of his plan of the Government making advances to any person who will build boats on the Southern Canal.

As the Committee will shortly report particularly on the Coast Canal generally, I shall only observe here that nothing can be worse economy than to expend large sums of money on Public improvements, while some proportionally small works necessary to make them effective are neglected.

The failing to connect the Southern Canal with the Coum at Madras, and with any point of importance to the Southward, has left the 35 miles executed an isolated Work, and of no avail whatever as respects the great traffic of the Country, so that at this moment probably 2,000 bandies a day pass along the great Southern road.

Lieutenant Moberly's letter has reference only to the small local traffic, If by means of common roads even the present Southern end of the Canal were connected with the great Southern road about 60 miles from Madras, I have no doubt that a vast traffic would immediately pass along

it in spite of the necessity of two transfers, and of the five miles of land carriage from the Adyaur. This difficulty might immediately be removed.

For the local traffic as Lieutenant Moberly says, small boats would be best; for the distant traffic probably 50 tons would be a good size at present.

For both kinds, I have no doubt that it is advisable to help forward the construction of boats, and I think Lieutenant Moberly's plan is the best that could be devised.

But I think it is of the greatest importance that the Government should take the opportunity of regulating the form of boats to be used, nothing can be worse than those on the Northern Canal. Allowing the builders to spread them out to any breadth they please is ruinous, and ignorant as the Natives are of the principles of Canal transit, it seems a palpable mistake when we have it in our power not to take measures to ensure their building boats in accordance with the superior knowledge of the subject that we possess.

I would therefore suggest such rules as the following for the Boats to be used on the Southern Canal.

1st. No boat will be allowed unless built on a Model approved by the Officer in charge.

2nd. No boat will be allowed exceeding the breadth of 10 feet.

3rd. If advances are made the boats must be built according to plans furnished by the Engineer.

I would not restrict them as to length up to 150 feet.

In making the advances I would allow them to build them of any tonnage they please within those limits.

I have no doubt that making these advances will accelerate the use of the Canal. In fact in all improvements, this is just the sort of stimulus the Natives require from us.

I should observe that the model boats now building are not intended merely for the Southern Canal, but they should be transferred after a time to the Northern Canal, where indeed it is that an example is principally wanted.

I take this opportunity of suggesting that some immediate measures should be taken to restrict the breadth of the boats to be used on the Northern Canal. I would propose that Notice should be given that in future no boats will be admitted to register exceeding 10 ft. in width, and that from some future date, an extra charge of suppose ½ Anna per ton will be made for every foot that any of the present boats exceed that limit. This is necessary to secure the broad boats being broken up, and not continually renewed.

No. 75. ORDER THEREON, No. 1815; dated 6th September 1858.

The Officiating Chief Engineer furnishes the information required in Extract Minutes Consultation 2nd March 1858, No. 354 respecting the value of boats now plying on the Northern Canal, the practicability of altering them to the proposed standard of 10 feet beam and the probable cost of such alteration.

Particulars of 324 boats.

Not to be found	91
Bad	46
Very bad	56
Serviceable	131
	324

2. It appears that of 324 boats registered, only 131 are in serviceable order. Lieutenant Moberly explains that the shape of the boats, and the system of workmanship precludes any hope that they can be altered into a more convenient form and that this bad shape is likely to be maintained for a long time to come by the method of repair employed, which he proceeds to describe. It is however not so much for these old boats that he proposes the additional* toll, as to prevent the construction of new boats; and he adds that 30 boats have been constructed during the past year of 10 feet beam and upwards, while only 24 boats are smaller and that in many places on the banks of the Canal workmen are busy in constructing more. The Officiating Chief Engineer referring to the opinions expressed by the Commandant of Engineers and by Lieutenant Moberly, as well as to the expectations of increased and quicker traffic on the Canal, recommends that an additional toll of one Anna per ton be levied on all boats exceeding ten feet in breadth which may be launched after the 30th September 1858.

* Of 1 anna per ton on all boats exceeding 10 feet Beam using Cochrane's Canal.

3. As the proposal does not affect the old boats, and promises to prove beneficial to the traffic on the Canal, the Government will not withhold their assent to its adoption as an experimental measure. They request that the intentions of Government in this respect be made known periodically by proclamation at the Basin, and by Notification in the Official Gazette and that Major Lawford will take the necessary steps for that purpose. The District Engineer will be instructed to watch the effect of the new rule, and report to Government whether any complaint has been made against it by parties who are now represented to be building boats above 10 feet beam.

(Signed) T. PYCROFT,
Chief Secretary.

P.W.D.

9

1815

Extract from the Minutes of Consultation
Under date the 6th ~~August~~ Septr. 1858.

Read the following
Letter from the Officiating Chief
Engineer.

/Received 5th August 1858 N° 2552/

The Officiating
Chief Engineer furnishes the
information required in Extt.
Minutes Cons. 2d March 1858 N° 354
respecting the value of Boats
now plying on the Northern
Canal, the practicability of
altering them to the proposed
standard of 10 feet beam and
the probable cost of such alte-
ration.

It appears that of
324 boats registered, only 131
are in serviceable order. Lieut.
Moberly

Particulars of 324 boats.

Not to be found	91.
Bad	46.
Very bad	56.
Serviceable	131.
	324

Moberly explains that the shape of the boats, and the system of workmanship precludes any hope that they can be altered into a more convenient form and that this bad shape is likely to be maintained for a long time to come by the method of repair employed, which he proceeds to describe. It is however not so much for these old boats that he proposes the additional toll[+] as to prevent the construction of new boats, and he adds that 30 boats have been constructed during the past year of 10 feet beam and upwards, while only 24 boats are smaller and that in many places on the banks of the Canal workmen are busy in constructing more. The officiating Chief Engineer referring to the

[+] Of 1 Anna per ton on all boats exceeding 10 feet Beam using Cochrane's Canal.

the opinions expressed by the Commandant of Engineers and by Lieut.t Moberly, as well as to the expectations of increased and quicker traffic on the Canal, recommends that an additional toll of one anna per ton be levied on all boats exceeding ten feet in breadth which may be launched after the 30th September 1858.

As the proposal does not affect the old boats, and promises to prove beneficial to the traffic on the Canal, the Government will not withhold their assent to its adoption as an experimental measure. They request that the intentions of Government in this respect be made known periodically by proclamation at the Basin, and by notification

fication in the Official Gazette and that Major Crawford will take the necessary steps for that purpose. The District Engineer will be instructed to watch the effect of the new rule, and report to Government whether any complaint has been made against it by parties who are now represented to be building boats above 10 feet beam.

J.P.

10 Copies to the Offg Chief Engr Distr 7th
" " Supts of the Fort George Gazette Photo. J H M

Com. Lord 58/2 85758

Public Works 1858 Dep.to
Dep. to Coms. 7th September

A.o 1810.
Extract Mins. of Coms.
Dep.d 6th Sept.r 58.

Sane Tanning as an Expe-
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an additional Toll of one annas
per Ton, on all Boats exceeding
Ten feet in Breadth, which may
be Launched on the Northern Canal
after the 30th Sept.r 1858.

No 74878

cib Aug.t 24th Sep.