Bauernkalender

மதுரைசேது பிரிவு-1

செடபணிருபவர் பெயர் [illegible]

செடணிருவதற்காக
எடுத் துக்கொள்ளப்பட்ட நாள் 12/2006

செய்பணிடு முடித்த நாள் 03/12/07.

சரிபார்க்கும்
முதல் மு.நி.பா.எ.
கையொப்பம்

சரிபார்க்கும்
2ம். நி.பா.எ.
கையொப்பம்

ஆய்வுசெய்
உதவியாளர்
கையொப்பம்

Fort Saint George, Revenue Consultation of 20th October 1857.

No. 84. Read the following Extract from the Proceedings of the Board of Revenue; dated 12th September 1857, No. 3085.

Read again letter from the Acting Collector of Masulipatam dated 23d June 1857* reporting on the suggestion of the Marine Board to abolish or suspend the toll on Boats in the Petah canal of his District.

*In Consultation 1st August 1857.

Read also letter from the same officer dated 17th August 1857† furnishing further information called for by the Board of Revenue.

†In Consultation 15th September 1857.

(*Here enter No. 155.*)

In Public Works Consultation Public Works Department, No. 139, dated 24th August 1857, Government referred for the report of the Board of Revenue a suggestion of the Marine Board that the toll levied on boats using the Petah canal in Masulipatam should be altogether relinquished, or temporarily suspended, as an encouragement to trade. The Acting Collector was called upon for his opinion on this proposal, and his views are contained in the first of the letters recorded above.

2. Mr. Knox states that the tax of one Rupee per trip on each boat necessarily enhances the cost of conveying grain to the shipping, and that although this trifling increase would be of no moment in an established trade, it proves an impediment where commerce has to be created. He is however of opinion that if it be held a general rule that boats using Government canals should be taxed for the privilege, there is nothing in the present case calling for exemption especially as the tax is not oppressive. He recommends that boats when landing Government stores at the Fort, or embarking Troops or stores thence should in future be charged with only half fare, as the use of the canal is then avoided.

3. It appears that the yearly revenue from the canal is Rupees 1,000 and the cost of Establishment Rupees 168, leaving about 832 Rupees annually for repairs which have hitherto been very heavy, so much so indeed, that the actual cost of the work has not yet been covered by the returns, and there is a net balance of Rupees 9,000 against it. Mr. Knox cannot say what repairs may not be required for the future, and is of opinion that a new canal will be necessary to connect the Basin and the Bar as soon as the canal from Bezdorah reaches the town of Masulipatam.

	Rupees
Original cost	11,116
Repairs	7,339
Establishment	2,109
	21,184
Reductions	12,184
Net Balance	9,000

4. The Board see no reason for exempting boats plying on this canal from all charge. The length of the canal is 4¼ miles and the boats are of 3 sizes, viz. 16-12 and 8 tons. The toll cannot be deemed excessive; but the Board think it would be preferable to charge according to the tonnage of the boats instead of having one unvarying rate for all. As the canal is so short, a charge of one Anna per ton on each trip would be a reasonable toll, though insufficient to cover the expenses hitherto incurred in constructing and repairing the canal and paying for the Establishment. They presume however that this is but one link in the chain of water communication planned for the eventual benefit of the District, and as it cannot be expected that every detached portion of such a system should pay its own expenses, although the whole must necessarily do so and also provide a surplus, the rates now suggested might be sanctioned as a temporary arrangement. If, however, Government wish the toll while graduated according to tonnage, to be so calculated, as to cover all expenses within a given period, the Board will call on the Acting Collector to furnish the full statistics of the trade.

5. As regards boats landing cargoes at the Fort, the Board presume from the wording of para. 2 of the Acting Collector's second letter taken in conjunction with the decision of Government in para. 22 Extract Minutes Consultation 24th August 1855, P. W. D. No. 450, that *Government stores are alone landed there. But however this may be, as such boats are said not to* use the canal, it is clear they ought not to be subject to toll, if they did. The Board would therefore propose that toll should not be levied in such cases.

(A true Extract)

(Signed) J. D. S[M], *Acting Secretary.*

No. 85. Order thereon, No. 1075; dated 20th October 1857.

Para. 1. The Board of Revenue submit two letters from the Collector of Masulipatam

Fort St. George, Revenue Consultation of 25th October 1837.

			Rupees.
Original cost,			31,190
Repairs,			7,373
Establishment,			6,000
		Total...	42,181
Probable returns,			10,181
		Deficit...	9,000

This deficit of 9,000 Rupees is represented as a net balance still owing by the canal. The Government cannot adopt this method of calculating the cost and profit and loss on a public work. The original cost should be looked on as vested capital, and then the toll raised should be sufficient to pay the interest for the money expended at the average rate in the country, and to meet the cost of establishment, and of repairs, as toll, and it should be fixed on an average calculation, which should a little more than fulfil these annual requirements.

5. As at present enforced, the Government sanction the rates of toll proposed by the Board of Revenue, viz. one anna a ton on each trip made by boats on the canal, with the understanding that, boats not using the canal, shall not be subjected to toll. This arrangement will commence from the 1st of November next, and the Collector will furnish a report on its working at the close of a year from that date. But, in the mean time, the Government would wish to have some more definite explanation of the mode in which the toll has heretofore been collected, and would desire to be furnished with statements, shewing the number of boats using the canal in each month, and the amount of toll collected on them, separately from that levied on boats loading cargo to the fort, and not using the canal. They would also desire to be informed, whether boats loading Government stores for the Arsenal at the fort have been required to pay toll though not using the canal.

6. The Government resolve to request the Board to obtain and submit to them a sketch of the localities of the canal and basin, the fort, the anchorage, and the position of the Merchants' godowns, and the town of Masulipatam being shewn.

7. The Government must call the Board's very serious attention to the great delay that has attended the yet imperfect settlement of this simple question. The reference was first made by Government in August 1835, and it has taken two years for the Board to submit their reply. The Government trust that the Board will express their marked displeasure towards those with whom this needless delay has originated, whether in their own office, or in that of the Collector.

(Signed) H. TORRES.
Acting Secretary to Government.

his views are contained in the first of
the letters quoted above.

2. Mr. Rhoe states that the tax of one Rupee for trip on each boat remaining enhances the cost of conveying cargo to the shipping and that with the other tolls [illegible] would be of no moment in an established trade [illegible] has to be [illegible]. He [illegible] of opinion that if it be [illegible] the boats [illegible] Government [illegible] should be [illegible] for the [illegible] nothing & the [illegible] [illegible] as the tax is not oppressive. He recommends that boats when landing Government Stores at the Port or embarking Troops or Stores thence should in future be charged with only half tax in the use of the Canal with them [illegible].

3. It appears that the yearly revenue from the Canal is Rupees 500 and the cost of Establishment Rupees 168 — leaving about 332 Rupees annually for repairs which have hitherto been very heavy so much so indeed, that the actual cost of the work has

	Rupees
Original cost	11520
Repairs	7382
Establishment	2409
	21311
Collections	12181
Net Balance	9130

has not yet been covered by the returns and there is a net balance of Rupees 9000 against it. Mr. Rhoe cannot say what repairs may not be required for the future, and is of opinion that a new Canal will be necessary to connect the Basin and the Bar as soon as the Canal from Bezwarah reaches the town of Masulipatam.

4. The Board see no reason for exempting boats plying on this Canal from the charge. The length of the Canal is 1¼ miles and the boats are of 3 sizes viz 16, 12 and 8 Tons. The toll cannot be deemed excessive, but the Board think it would be preferable to charge according to the tonnage of the boats instead of having one unvarying rate for all. As the Canal is so short a charge of one anna per Ton on each trip would be a reasonable toll, though insufficient to cover the expenses hitherto incurred in constructing and repairing the Canal and paying for the Establishment. They presume however that this is but one link in the chain of water communication planned for the eventual benefit of the



Copied & Signed 11th May 1838

Entered 15th May 1838
Lond: Date Letter
1 Fo. 108.

Extract from the
Proceedings of the
Board of Admiralty

Dated 15th
May 1838

Read 18th May
Inst: Letter dated
1 Fo. 3085.

Copy to go 20th October

Acquainting with
the Decision of the
Board upon certain
Letters from Mr. Secy Corry
& Commodore Elliot &
the Question of the Bounties
to be paid on Seals
taken on Board Ships
in the Polish Seas &
Hull Quebec &c

No 3.

Refer 12 "C" 15 Fo 2

7/75 a RD

No 1075

Extract from the Minutes of Consultation
Under date the 20th October 1857.

Read the following Extract
from the Proceedings of the Board
of Revenue.

Revenue 15th September 1857 No 3085

4/44

1 The Board of Revenue
submit two letters from the
Collector of Masulipatam,
reporting on the proposition
of the Marine Board to
abolish or suspend the tolls
on Boats using the [illegible]
Canal.

2 The Collector states
that the tolls of [illegible] rupee are
being levied on each boat now
using the Canal, though it might not
in effect [illegible] established [illegible]

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