M.R.O. 1—38,000—16-10-29.

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 182 Press Mis.

6465

Dated 9-2-1820

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department, 9th February 1870.

No. 64. Read the following Proceedings of the Board of Revenue, dated 5th January 1870, No. 58 :—

Read again Board's Proceedings, dated 21st December 1867, No. 8,253.

Read also the following letter from the Acting Sub-Collector in charge of the Madras District, to the Acting Secretary to the Board of Revenue, dated Sydapet, 30th November 1869, No. 417.

With reference to the Proceedings of the Board of Revenue, dated 21st December 1867, No. 8,253, I have the honour to forward a Statement, together with a letter received from the Deputy-Collector of Madras, from which it will be perceived that only 83 boats plied from 1858 to 1867 between the Basin and Shadayankuppum Lock, and that the average yearly income, at four annas a ton, has been Rupees 5-4-0.

Enclosure No. 1.

From the Deputy-Collector, to the Acting Sub-Collector in charge of the Madras District, dated 3rd March 1868, No. 46.

Referring to your Memorandum, No. 11, of the 16th ultimo, on the Proceedings of the Board of Revenue, the number and date thereof noted in the margin, I have the honour to submit a

No. 8,253, dated 1st December 1867.

Statement in Tamil, showing the toll levied on boats that plied between the Basin and Shadayankuppum Lock during the last ten years (1858 to 1867,) at the rate of four annas a ton, as well as the estimated amount that will be realized hereafter, if the tonnage be reduced from four to one anna. The number of boats plied during the above-mentioned period at this short distance is only 83, and the toll collected thereon at the usual rate of four annas a ton, is a very trifling sum of Rupees 50-4-0 for ten years, or Rupees 5-0-4 a year, if the proposed reduction of one anna be charged for each ton.

2. The canal traffic between the basin and Shadayankuppum Lock is always limited, and cannot be expected to exceed at any rate, as there are no places in the interval where articles of commerce could be purchased. The boats plying in this part of the canal do not bring any other things than turfs and palmyra cadjans to Department Public Works and Salt Department, and chunam shells for the kilns; and I therefore see that the proposed reduction will not in any way bring in a great loss to the State.

3. The Toll Superintendent, however, observes that the proposed measure, though seems to be somewhat advantageous to a few boat-people, still he considers that they will attempt to evade the payment of the regular toll by some malpractices, such as unlading a boat-load of cargo on the north side and re-placing the same on another boat kept ready on the south side of the Lock, in order to claim the reduced rate of toll on such boats. This occurrence, I don't believe will possibly take place if the servants employed in the Shadayankuppum Lock closely watch at such illicit proceedings of the boat-people, and if, on experience, I find that the detection of such frauds will be impossible, I shall then address you on the subject, in view to adopting the necessary measures as may then be required to check the alleged malpractice.

Enclosure No. 2.—Statement.

The Board resolve to recommend Government to reduce the rate of tolls charged on boats plying between the Basin and the Shadayankuppum Lock, and for no greater distance, from four annas to one anna a ton.

2. This measure will remove a hardship, whilst it will have no appreciable effect on the revenue.

No. 65. ORDER THEREON, 9th February 1870, No. 182.

Miscellaneous.

THE Right Honourable the Governor in Council sanctions the reduction of the rate of toll to be charged on boats plying between the Basin and the Shadayankuppum Lock, on the northern canal, from four annas to one anna per ton.

2. His Excellency in Council resolves to request the Board to consider and report upon the question mooted in the concluding paragraph of Mr. Thornhill's letter, under date 15th November 1867, which is printed in their Proceedings, dated 21st December 1867, No. 8,253.

3. The Acting Collector should also be called upon to explain why the Deputy-Collector's letter, dated 3rd March 1868, No. 46, was delayed in his Office for upwards of twenty months.

(True Extract.)

(Signed) R. A. DALYELL,
Acting Secretary to Government.

To the Board of Revenue.
,, the Accountant-General.

Ed. P. R. Bantleman.

Copy of Letter from the Board of Revenue, dated 21st December 1867, No. 8,253.

To

THE BOARD OF REVENUE.

Dated February, 1868.

Read.

G. O., 9th February 1870, No. 182.

FEBRUARY.

Nos. 64-65.

Boats plying between Basin and Sluice-gate, Ennore.—Reduction of the rate of toll from four annas to one anna, sanctioned.

No. 8,253.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 21st December 1867.

Read the following letter from G. THORNHILL, Esq., Acting Collector of Madras, to the Secretary to the Board of Revenue, dated Syadapet, 15th November 1867, No. 375:—

1. I have the honour to request the Board's instructions on the following question:—In constructing the new salt platforms at Madras earth was brought, by the Contractors under Mr. Fraser, partly by boat and partly by cart; that brought, by boat was carried either from the margin of the basin, or from a short distance beyond, the furthest point being but a trifling distance from the platforms.

2. Under the Canal rules, a toll of four Annas a ton was leviable from these boats for each trip; in default of payment the boats were attached,* and the total toll demanded amounted to 1,019 Rupees.

* But have been released on Mr. Fraser's security.

3. Mr. Fraser addressed me on the subject, urging that the boats should be exempted from the toll on the ground that the distance was short, and that if charged they must be paid by Government, as he had entered into a contract with the carriers of the earth on that special stipulation.

4. I beg to enclose Mr. Fraser's letter and one from the Deputy Collector of Madras on the subject.

5. I propose, with the Board's permission, to remit the tolls in the present instance as a special case, and I think a reduction in the rate of toll as regards boats plying between the basin and the lock from four Annas to one Anna a ton very desirable.

6. It is also a question whether boats using the canal north of the basin should not be compelled to take out a license. At present a boat may ply from Dagarajapatam to Ennore free of charge.

ENCLOSURE No. 1.

From W. FRASER, Esq., C. E., Executive Engineer, to the Acting Collector of Madras, dated Mount road, 23rd October 1867, No. 164.

1. I have the honour to address you again on the subject of the toll charged for the boats employed in conveying clay for the formation of the new salt platforms.

For the construction of the existing platforms clay was got, principally, from the bed of the canal which was dammed across for the purpose. This caused the water to become unusually low in the Cooum, as the supply of water from Ennore was shut off, and the river became a greater nuisance than it usually is; and partly for this reason, and partly because very little more earth

could be taken from the bed of the canal, I decided to take from it, for these new platforms, only so much as could be got without the use of dams. This quantity was very little, and we were puzzled to know where to get a sufficient quantity of earth for our purpose.

2. When deepening the basin, some eighteen months ago, we had heaped up a large quantity of earth near the Toll Collector's Cutcherry. Putting it there was rather a nuisance to the Cutcherry, and I told the Contractors for the new platforms that they might remove it, by boat, if they pleased. Other heaps of earth had been thrown out a little to the north of the basin, and the Contractors had permission to remove these also.

Our agreement was that, for all earth placed in the platforms and taken from any place south of the Railway and adjacent to the canal they should get six Annas per cubic yard; the price being eight Annas a yard for all earth boated from north of the Railway, or carted from a considerable distance. In both cases the boats were to be allowed to pass free of toll; that is if toll were charged, we, and not the Contractors, were to pay it. You will see that had any other arrangement been made, it would have complicated our estimate and agreement; for we did not know how much clay would how to be carted or boated, and if we had not agreed to free the toll, we should have allowed a higher rate for an unknown quantity.

3. A large proportion of the earth was boated from the basin to the platforms; and, in accordance with the custom of the Toll Office, the boats employed on this should pay nothing; for boats plying between the basin and Madras pay no toll. The remainder of the earth was brought from a point only a few yards north of the basin: and if the boats employed for this purpose had been engaged in *ordinary traffic*, it would hardly have been fair to charge them full toll, the length of canal used being only a few yards; whereas, in the case in point, the cargo was *common earth* required for a public work close at hand.

4. The boats carried, each, about five tons, and made four trips a day. The toll charged is four Annas per ton per trip, or 5 Rupees per boat per day. This is equal to 5 Rupees for about thirteen cubic yards, or rather more than 6 Annas a cubic yard: that is, the toll charged on the stone, &c. here referred to, is nothing less than the cost of cutting, excavating, loading, watering, tamping, &c.

5. I have gone into these particulars for the purpose of making the question clear to you; but I would ask you, under all the circumstances of the case, to direct the toll to be altogether remitted. I have never known tolls collected on either roads or canals for materials such as earth, &c., used for public works in the same department, except under conditions not applicable to the present case.

The whole amount charged is, I understand, one thousand and nineteen rupees; and if you cannot remit this amount, it must be added to the estimates for the platforms.

There is one reason why I should like the toll to be charged; that is, it would increase the amount available for the extension of the canal; but common sense appears to me to point the other way.

6. However you may decide the question of toll, will you kindly order the release of the boats which were engaged on the work, and which have been seized by the Toll Collector. I wrote to him some days ago to request that he would release them; as if you decided against the remission of the toll, I would pay it; he has refused to release them without your order, and the cost of detaining them is 12 Rupees a day.

(True Copy.)

(Signed) G. THORNHILL,
Acting Collector.

Enclosure No. 2.

From V. RUNGASAMY IYENGAR, Deputy Collector of Madras, to the Acting Collector of Madras, dated 6th November 1867, No. 224.

1. In returning Mr. Fraser's letter, which was forwarded to me with your's of the 29th ultimo, No. 763, I have the honour to state that it is no practice to charge toll on boats plying between the south end of the basin, and the salt platform, and no accounts are, therefore, kept at the Toll Office for the same.

2. All boats arriving at the basin from the north (whether laden or otherwise) are liable to the payment of toll, as provided for in the Rules sanctioned by Government and Board in their Proceedings noted in the margin. In the present case, as clay was removed partly from the ground situated within the circumference of the basin on the north side, and also from some places at a short distance from it, the usual toll has been charged and demanded on such clay boats, which amounts to Rupees 1,019 up to the 19th ultimo, as per account herewith submitted. No toll has been charged subsequently, as the Contractor discontinued bringing clay from the said date.

Vide Govt. Proca., No. 378, of the 21st Feb. 1865, communicated in the Board's Proca., No. 1,431, of the 13th March following.

3. From the said account, it will be observed that the toll on the clay boats has been charged at four Annas per ton, calculated on the number of tons of each boat as they stand in the Boat Registry Book of the Toll Office. But, as such clay has been brought purely for the salt platforms from the basin, and from some short distant places thereof, and especially as clay is not an article of commerce used for human consumption, I consider that the heavy rate of four Annas per ton is enormously excessive, and really deserving of notice. However, as no rule has been provided to reduce the toll on such articles, the Toll Superintendent is quite right in charging the toll at the prescribed rate. Now, the parties concerned having brought to light this unreasonable demand, I am of opinion that it is highly necessary, at present, to represent the whole case to the Board of Revenue, and ask them to provide a special rule on this point. If you concur with me in this opinion, I beg to suggest that boats plying between the basin and the Shadayankuppam lock should be charged at a reduced rate of one Anna per ton. The rubbish boats of the Municipal Meparis at... are charged* at one Anna per boat in consideration of the short distance they have to travel.

* Govt. Proca., 11th July 1859, No. 1,679.

(True Copy.)

(Signed) G. THORNHILL,
Acting Collector.

Statement showing the number of Clay Boats plyed on the Cochrane's Canal, from 12th September to 19th October 1867, and the amount of toll due on them by the Contractor of the Salt Cotaur Platforms.

Date.	Number of Boats and their Tons.																Total trip.	Total number of Boats.	Amount of Tonnage.	Toll.	Total.
1867.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.												RS. A. P.	RS. A. P.
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COCHRANE'S CANAL OFFICE,
6th November 1867.

(Signed) G. VENCATAPUTTY,
Superintendent of Toll at Cochrane's Canal.
(Signed) V. RUNGASAWMY,
Deputy Collector.

1. The Board agree to the proposal contained in paragraph 5 of the foregoing letter, and authorize the Collector to remit the tolls in the present instance, as a special case, the use of the Canal having been so trivial.

2. Before, however, considering Mr. Thornhill's proposal to reduce the rates of toll, the Board would wish to see a Statement of the probable financial results of such a measure, and to be clearly informed of the reasons which render it desirable.

(True Copies and Extract.)

(Signed) R. A. DALYELL,
Secretary.

To the Collector of Madras.

Copy to the Accountant General.

Exd. J. Wright.

Revenue Department

No. 182.

Proceedings of the Madras Govt under date the 9th July 1870

Read the following

Proc: of the Bd of Revenue

(Rl: 5th January 1870 No 82)

The Bd beg to the Govt in Council sanctioning the reduction of the rate of toll to be charged on boats plying between the Basin and the Shady anicut upon Lord, in the northern canal, from four annas to one anna per ton.

His Excellency in Council resolves to request the Board to consider and report

Endd on the Proceedings of the Board of Revenue dated the 5th January 1870 No. 82

1867. Department.

No.

PROCEEDINGS OF THE BOARD OF REVENUE,

Dated 21st December 1867.-

Read the following Letter from the Chief Engineer for Irrigation, dated 14th December 1867, No. 8,253.

Sanctioning permission of tolls charged on boats conveying earth for the construction of new salt platforms in Madras district, and requesting Collector to submit a statement of the probable financial results of proposed reduction of rates of toll levied on boats plying between the basin and the lock.

upon the questions mooted
in the concluding para
of Lt. Thornhill's letter
under date 15 Nov. 1867 which
is printed in their Proceedings
dated 21 Dec. 1867 No 8253.

The Lt. Colt. should
also be called upon to
explain why the Lt. Col.
Colts letter dated 3rd March
1868 No 46 was not submitted
~~to the Board~~ delayed in
his Office for upwards
of 20 months

H.W.

14 Feb. By Lt. Col. Wm. Scott Dept. of
6 — Ordnance