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(3) Initials of the Referencer J

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	305	Press
		Mis.
402-403		
Dated	25-2	18 62.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
25th February 1862.*

No. 402. Read the following letter from Lieutenant-Colonel E. LAWFORD, Offg. Chief Engineer, to the Secretary to Government, Public Works Department, dated Saint George, 4th October 1858, No. 4,190 :—

SIR,

1. I have the honor to forward the accompanying copy of a letter from the District Engineer of the Godavery, No. 29, of the 2nd August last, furnishing the fullest obtainable information on all the points noticed in paragraph 7 of Extract Minutes Consultation No. 1,307, of the 7th July 1858, in which Government, reviewing all the past correspondence on the subject of levying tolls on navigable Canals, called for a further report from me, and for my views of the provisions which an Act for authorizing the imposition of the tax and the punishment of illegal exactions should contain.

1 Copy of letter from District Engineer of Godavery, No. 29 of 2nd August 1858.
1 Do. enclosed Memorandum.

2. Captain Rundall shows :—

(1.) That the proportion of first cost chargeable against the 546 miles of navigable Canal in Rajahmundry is Rupees 8,99,000, or Rupees 1,830 per mile on an average.

(2.) That the expenditure on repairs amounts to Rupees 32,200, or Rupees 57 per mile per annum.

(3.) That the cost of superintendence is Rupees 15,000, or Rupees 27-8-0 per mile per annum.

3. Allowing 5 per cent. on the first cost, or Rupees 91-8 per mile, and adding to this the other two items above given, we have Rupees 176 as the actual cost per annum, at which each mile on the average has been made and maintained fit for navigation ; and, as Government has approved of the principle of a mileage rate, this is the exact amount which has to be met by a toll supposing that no profit is to be derived, and no provision made for accidents and other contingencies.

Paragraph 9, Extract Minutes Consultation No. 1,307.

4. The present traffic, as pretty accurately ascertained by Captain Rundall, appears to be about 2,59,200 tons passing through the Locks at the heads of the three main lines of navigation, and thence supposed to be moved the full distance of 32 miles, and 1,08,200 tons moved the same distance, though not carried through the main Locks where the returns were taken.

5. The District Engineer does not explain how he arrives at this last result, but accepting it as sufficiently correct, and admitting that he does not estimate the average capacity of the boats now in use too high at 15 tons, and is right in rating passenger boats the same as those carrying cargo, the present traffic on the Godavery Canals is 3,77,200 tons, moved a distance of 32 miles or 1,20,70,400 moved one mile, or 22,107 along each mile of the 546.

6. Such being the traffic, a small toll of a little more than $1\frac{1}{2}$ Pie per ton per mile will suffice to cover both the interest on the proportion of the first cost chargeable to navigation, and all the charges of maintenance and superintendence ; and as about 15 per cent. will be contributed by empty boats, as explained by Captain Rundall, if they be made to pay Rupee 1 per trip of 32 miles on passing through the Head Locks, it appears that $1\frac{1}{4}$ Pie will be an ample charge.

Rupees 176 = Pice 33,722.
 $22,107 \times 1\frac{1}{4} =$ Rupees 33,160.

7. The District Engineer urges the impolicy of levying any cess whatever on the traffic of Canals which already yield so much revenue from irrigation, but he looks at the matter in a purely local light, and without reference to the general financial condition of the state. The cheapness of water carriage over every other is so great, and so well understood, that I have no fear of a light toll, however distasteful it may at first be, detracting in any appreciable degree from the value of the Godavery system of Canals to the people, as a means of communication and

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25th February 1862.**

transport, or of its impeding the rapid development of traffic upon them; but at the same time I think that care should be taken to fix the rate as low as possible, and to levy it in the least vexatious manner.

8. Government having already decided on a rate per ton per mile, leviable at the Locks, it only remains to determine what that rate shall be, and as I have shown that $1\frac{1}{2}$ Pie will on the present extent of movement on the Canals amply suffice to cover the past and current outlay, I would recommend that that be taken as a maximum, and that the means for forming a fund from which to meet serious casualties, and to effect improvements, should be looked for from the increase of traffic, which hitherto rapid is as nothing to what will take place when the Canals are extended into connection with the Kistna system.

9. The revenue derived from irrigation is according to the District Engineer, Rupees 6,80,000.

10. With respect to the provisions which an Act should contain, I am of opinion that as Government has approved of the principle of the toll being levied on the capacity of the boats at a fixed rate per ton payable at the Locks, the due registry of all boats, and the mode of making the collections are the two main points to be attended to. The Act should therefore contain amongst its other Clauses the following:—

- I. The appointment of a Registrar of boats.
- II. All boats to be registered under penalty of fine.
- III. The registered number and tonnage to be placed in some conspicuous part of the boat, and the owner responsible for its being kept clear and distinct.
- IV. Any attempt to alter the number, or tonnage figures, to be punished with fine.
- V. Any boat having undergone enlargement after it has been registered shall not ply before being re-registered, under penalty of a heavy fine.
- VI. The parties authorized to collect tolls to be appointed by the Officer in charge of the District, or Canal, or such other Officer as the Government may think proper.
- VII. Statements in the Vernacular and in English of the tolls leviable to be hung up in a conspicuous place at each Lock.
- VIII. The tolls to be collected according to such list.
- IX. Any attempt to extort more than the prescribed toll be punished by fine or imprisonment.
- X. Any attempt to evade the toll by fraud or force to be punished with fine.
- XI. Any person or persons offering the Toll Collectors bribes to be punished as the law allows.
- XII. The Government to have the power, to increase or diminish the rate of toll as circumstances may require without the necessity of any further Act.

From Captain F. H. RUNDALL, District Engineer Godavery Division, to Major E. LAWFORD, Acting Chief Engineer, Department Public Works, dated 2nd August 1858, No. 29.

SIR,

1. With reference to your Proceedings No. 1,850, dated 10th instant, calling for certain information required in the Extract Minutes Consultation No. 1,307, of the 7th idem, I have the honor to submit the following particulars.

2. It is not easy to distinguish the exact amount debitable to the Canals under the head of Navigation; as, to the cost of the masonry works, that of the extra earth work (rendered necessary to provide an equal discharge of water with a reduced fall in the Canal) must be added. I have however apportioned the amounts as nearly as I can, and have erred rather by charging too much than too little to the first cost of the work.

3. In the accompanying Statement is included every Canal on which any work has as yet been executed, as also the charge for repairs and superintendence, although the Canal itself may

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25th February 1862.**

not yet be in operation. As the expenditure will have to be incurred ultimately, it is as well to see what toll the present traffic will demand. That as each line is extended there will be a corresponding increase of traffic there can be no doubt.

4. In my letter of the 30th September 1856, the cost of transit was calculated upon the first cost of the boat, but not on that of the Canal, as I considered the returns derived from the irrigation were sufficient to provide for that; hence the toll proposed by me of $\frac{1}{4}$ of a Pie per ton would not be sufficient with the present traffic to cover an interest of 5 per cent. on first cost as well as the superintendence and repairs, but as the traffic is yearly increasing it is probable that it will eventually do so, and meanwhile if the Government are reaping large returns from the land it is not a matter of such vital importance to raise that additional revenue, especially as to the total sum, when raised, will be comparatively insignificant.

5. From the accompanying Statement it appears that the first cost of the Canals have been in the Eastern Delta Rupees 1,730 per mile; in the Central Delta Rupees 2,000; in the Western Delta Rupees 1,385.

6. The charge for repairs amounts to about 30 Rupees per mile of towing path on each side, or about $3\frac{1}{2}$ per cent. on original outlay; while that for superintendence is about $1\frac{1}{2}$ per cent. on the first cost. The total cost of the Canals may be taken in round numbers at 9 lacs. The interest on which at 5 per cent. is 45,000, and the charges for repairs and maintenance also 5 per cent., so that to meet the requirements of Government a toll of about 90,000 Rupees should be raised.

7. The returns for the 12 months ending April 1858, show a monthly traffic of 2,240 boats and 274 rafts passing through the three Head Locks, of these 1,160 were loaded with goods, 280 with passengers, and 800 were empty.

8. Calculating the loaded boats to carry on the average 15 tons, the annual quantity of goods carried amounts to 2,08,800 tons. The passenger boats should pay the same as the cargo boats, and empty boats and rafts 1 Rupee for 32 miles.

9. Deducting the amount Rupees 13,890 received from empty boats and rafts, would leave Rupees 78,110 to be provided for by the cargo boats.

10. This sum divided by 2,59,200 tons the amount of traffic, would give a toll at the rate of $1\frac{1}{4}$ Pice per ton per mile for 32 miles.

11. In the above calculation, however, the intermediate traffic has not been taken into account nor the number of boats that ply for a greater distance than 32 miles, when these are taken into consideration the additional traffic thereby appears to be 1,08,000 tons per annum. If this be added to 2,59,200 the total amount of goods moved will be 3,43,800 tons.

12. The sum of Rupees 78,110 divided by this amount will give a toll of only 1 Pie per ton per mile, or a total of 2 Annas 8 Pice for 32 miles. I have reckoned the tonnage of passenger boats equal to those of cargo boats, as unless the owners found it to be more profitable to carry passengers than goods they would not do so, and hence they are better able to pay the toll upon the tonnage of their boats.

13. It will be observed that the traffic in the Central Delta is far below that of the other two, the reason of this is that the Canals are still incomplete; immediately they are finished there is no reason why it should not be equally great; when the Godavery itself has been opened it is impossible to say what the traffic may not amount to.

14. In conclusion I beg to append the answers to the several points called for in the Extract Minutes Consultation under reply:—

	RS.
1. Cost of Canals...	9,00,000
2. Interest at 5 per cent...	45,000
3. Annual repair...	32,000
4. Superintendence...	15,000
5. Amount of traffic ...	3,43,890

4. *Proceedings of the Madras Government, Public Works Department,
25th February 1862.*

6. Average tonnage of boats..... 15 tons.
7. Rate of toll..... 1 Pie per mile will provide
for the amounts in 2, 3, 4.
8. Amount of revenue from irrigation.—The return for the land above, consequent on improved irrigation, is 6,80,000 Rupees above an average of previous years.

(True Copy.)

(Signed) C. A. ORR, Captain,
Actg. Supg. Engineer, Northern Circle.

Memorandum of the proportion of cost on the Rajahmundry Canals to be debited to the head of Navigation.

	RS.	RS.
3 Head Locks... .. Eastern Delta.	60,000, for one Lock	20,000
Lock in Cocanada... ..	10,000	
Do. do.	13,300	
Proportion of earth work... ..	20,000	
Samulcottah Canal.		43,300
Do. Junction Canal...		1,17,400
Toonee Canal... ..		60,000
Coringa Canal... ..		76,000
Yanam Bank		30,000
		3,26,000
Head Lock... .. Central Delta.		3,46,000
Main Canal, and Navigable Canals, Locks, &c.		20,000
Proportion of Aqueduct, and Channels for Naggaram		90,000
		1,30,000
		2,40,000
Head Lock... .. Western Delta.		33,000
Main Canal		1,10,000
Ellore Canal		1,00,000
Palcole Canal... ..		70,000
		3,13,000

Dist. Engr.'s Office, Godavery Division,
Camp at Dowlaishwaram,
2nd August 1858.

(Signed) F. H. RUNDALL, Captain,
District Engineer, Godavery Division.

Abstract.

Total cost of Navigable Canals in	Annual charge at five per cent. for interest.	Charge of repairs.	Charge for maintenance and superintendence.	Total annual charge.	No. of miles in each Delta.	Annual cost for mile.
RS.	RS.	RS.	RS.	RS.	RS.	RS.
Eastern Delta.....	3,46,000	17,300	12,000	5,400	17,400	87
Central Delta.....	2,40,000	12,000	7,200	3,600	10,800	90
Western Delta.....	3,13,000	15,650	13,000	6,000	19,000	84
	8,99,000	44,950	32,200	15,000	47,200	...

*Proceedings of the Madras Government, Public Works Department, 5
25th February 1862.*

Abstract showing the annual charge per mile of Canal.

	First cost per mile.	Interest at 5 per cent.	Annual charges.	Total annual cost per mile.	Remarks.
	RS.	RS.	RS.	RS.	
Eastern Delta.....	1,730	86	87	173	The large share of the cost of the Aqueduct having been apportioned to these Canals makes the average cost of construction per mile above that in the other Deltas.
Central Delta.....	2,000	100	90	190	
Western Delta.....	1,385	69	84	153	

Dist. Engr.'s Office, Godavery Division,
Camp at Dowlaishwaram,
2nd August 1858.

(Signed) F. H. RUNDALL, Captain,
District Engineer, Godavery Division.

(True Copy.)

(Signed) C. A. ORR, Captain,
Acting Supg. Engr., Northern Circle.

No. 403. ORDER THEREON, 25th February 1862, No. 305.

1. The foregoing letter is the Officiating Chief Engineer's reply to the Proceedings of Government dated 7th July 1858, No. 1,307, calling for information on the subject of levying tolls on Navigable Canals. The information furnished is briefly as follows:—

- (1.) The proportion of first cost of the 546 miles of Canal in Rajahmundry debitable to Navigation is given at 8,99,000 Rupees, or Rupees 1,830 per mile on an average.
- (2.) The expenditure on repairs Rupees 32,200, or Rupees 57 per mile per annum.
- (3.) Cost of superintendence Rupees 15,000, or 27-8 per mile per annum.

Allowing 5 per cent. on the first cost, or Rupees 91-8 per mile, and adding to this the other two items above given, the result Rupees 176, it is stated, represents the actual cost per annum, at which each mile on the average has been made and maintained fit for navigation. The average capacity of the boats is given as 15 tons, and the traffic in 1857-58 as 22,107 tons along each mile of the 546. With this traffic, the Officiating Chief Engineer states (paragraph 6)

that a toll of a little more than 1½ Pie a ton a mile will suffice to cover the interest on first cost, as well as the charges of maintenance and superintendence. He states also that 1½ Pie will be ample if empty boats contribute 15 per cent. by being made to pay 1 Rupee per trip of 32 miles on passing through the Head Locks. He recommends (paragraph 8) that the last mentioned rate, viz., 1½ Pie, should be taken as a maximum, and that the means for forming a fund to meet serious casualties, and to effect improvements, should be looked for from the increase of traffic. The Revenue derived from irrigation then is stated to be Rupees 6,80,000.

2. With respect to the provisions of an Act, which the Government thought might be necessary to authorize the levy of tolls, and to punish illegal exactions, the Officiating Chief

• Paragraph 10.

Engineer, referring* to the principle approved by Government of levying a toll on the capacity of the boats at a fixed rate per ton payable at the Locks, states that the due registry of all boats, and the mode of making the collections, are the two main points to be attended to; and with that view, he specifies certain provisions, for properly registering boats; for appointing toll officers; for punishing extortion, evasion of dues, and offering of bribes; and for increasing the rate of tolls at the option of Government.

6 Proceedings of the Madras Government, Public Works Department,
25th February 1862.

3. The question of levying tolls on the Godavery Canals has been lying over for a long period; but the Government consider that the time has arrived when it will be desirable to establish some principle with reference to it. It is obvious that the Government cannot go on constructing Canals, and spending the general Revenues of the country on them, for the purpose of affording to certain classes of individuals advantages in the transport of commodities that are not conceded to others. In all such undertakings, the principle is affirmed that the means of transit, whether it be Railroad, or Canal, should, in addition to the actual cost of transport, pay such a rate or toll as would be sufficient to keep the line in repair, and also give to the Government a fair interest on the money expended upon the construction of the work. In applying this principle to the Godavery Canals, however, it must not be forgotten that these are for the purpose principally of irrigation, and that the Government already derive a large return from them, and when the water cess is fully established in the District, will derive a still larger Revenue from them as irrigation works. There are, it is true, certain works such as the Locks, which have reference solely to navigation: the whole cost of these should be debited to that head, but a portion only of the cost of constructing the Canal, say one-fourth, should be considered to represent the capital chargeable to navigation. Secondly, a portion of the maintenance of the Canal should be chargeable to navigation, say one-half. The Government put the proportion higher in this case than that suggested for the former, because they imagine, that more trouble and expense will be incurred in keeping the Canal to the depth suitable to navigation, than would be required for irrigation purposes only. These are but arbitrary assumptions however. All that the Government wish to point out is, that the toll on the traffic should not be put at a figure sufficient to pay the whole of the interest of capital, or the whole of the cost of maintenance.

4. With regard to the mode of collection, the Governor in Council is disposed to consider that the best plan would be that adopted in the Southern Canal between Adayar and Sadras, viz., a moderate license fee regulated according to the tonnage of boats. This would be by far the simplest plan at the outset at least. The cost of collection would be much less; the interference with the traffic much less. No people but the owners of boats would be interested in opposing it; whereas by detention at a Lock for payment of toll, the whole of the passengers, or all the persons interested in the freight, would be put to inconvenience and possibly loss. The amount of the license fee can hardly be determined till Government know something more of the cost of the works up to date, the amount given above having reference to the year 1853, and the cost of present maintenance, superintendence, &c., this they apprehend could be furnished by the Chief Engineer in a short time. They would also wish to have an approximation to the number and size of boats now plying on the several Canals in the Godavery, distinguishing those plying for hire from private boats and rafts, and also the amount of traffic. This information should be furnished with as little delay as possible.

5. The Government do not think that an Act would be essentially necessary under the license system; but that point can be considered hereafter, when it is once determined on what principle and at what rate the boats using the Godavery Canals should contribute towards their maintenance.

(Signed) W. H. HORSLEY, Lieut.-Colonel,
Secretary to Government.

Pub Works Dept

No 305

Proceedings of the Madras Government
Under date the 25th February 1862.

Read the following
letter from the Officiating
Chief Engineer.

Furnishes full information
on the subject of levying tolls
on navigable Canals, with
recommendations as to the
rate to be levied on the Godavery
Canals and provisions of an
Act to legalize collection.

(The order of 4th October 1858
No 4190)

[Signature]

*I have requested
an act for this
purpose say we did - otherwise
how can we get a return on a
license fee*

The foregoing letter
from the Offy Chief Engineer
relates to the Proceedings
of Government dated 7
July 1858, No 1307, call-
ing for information on
the subject of levying
tolls on navigable
Canals. The information
furnished is briefly
as

Will

[Signature]

as follows.

nd. ^{proportion of} The first cost of the
546 miles of ~~canal~~
Canal in Hyderabad -
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- dry & given as Rs.
8,99,000, or Rupees 1830
per mile on an
average).

2nd. The Expenditure
on repairs Rs. 32,200,
or Rupees 57 per
mile per annum.

3^d. Cost of Superintendence \$15,000, or 27-8-" per mile per annum.

Allowing 5 percent on the first cost, or \$1.91 per mile, and adding to this the other two items above given, the result \$1.76, it is stated, represents the actual cost per annum.

No 176 - ρ
 22107 Jans $\times 1\frac{1}{2} =$

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para 10

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13

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that suggested for the
former, because they
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by

* Pro: of Govt. 18 June/61, No 1123,
- do - 27 July/61, No 1400

will

17.

by detention at a Lock
for payment of Toll,
the whole of the Passen-
gers, or all the persons
interested in the freight,
would be put to incon-
-venience and possibly
loss. The amount of
the License fee can
hardly be determined
till Government know
something more of the
cost of the works up
to date, the amount
given above having
reference to the year
1858, and the cost of
present maintenance
superintendence &c. this
they apprehend could
be furnished by the
Chief Engineer in a
short time. They would
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approximate

the appropriation to the num-
ber and size of Boats
to now plying on the sev-
eral Canals in the
Godavery, distinguishing
those plying for River
from private boats and
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hereafter, when it is once
determined on what prin-
ciple and at what rate the
boats using the Godavery
Canals should contribute to-
wards their maintenance.

L. J. A.

H. S.

7 Copies.

To the Chief Engineer Secy to Govt

13 " 27 Do. A. C. S.

13 Board of Revenue for information

Copy in a letter to England.
dated 20th August 1862 No 48.

Question of Tolls
on the Godavery Canals.

Public Works 1862 Departs
Pro: of Govt for February.

No 305.

Proceedings of the Madras
Government

Further Cer. 552 of 1862.

Dated 25th February 1862 -

Dispt.

From Mr. Chief Eng. N. C. J.
7 June 1862 No. 1557 in No.

Requesting Chief
Engineer to furnish certain
information with respect to
the cost, maintenance and
superintendence of works
on account of the naviga-
tion of Godavery and the
boats now plying on its
canals.

No 462 & 463.