

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 375	Press ~~Mis.~~
393-395	
Dated 21-2-1865	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
21st February 1865.*

Read the following :—

No. 393. Proceedings of the Board of Revenue, dated 14th September 1863, No. 5,777.

Read the following letter from H. MORRIS, Esq., Acting Collector of the Godavery District, to W. HUDLESTON, Esq., Secretary to the Board of Revenue, dated Cocanada, 11th August 1863, No. 246.

1. In reply to the Board's Proceedings dated the 6th ultimo, desiring me to ascertain what will be the revised assessment on the Ináms of the Ferrymen at Rajahmundry, I have the honor to inform you that the Ináms in question are situated in three villages, two of which have not been demarcated or surveyed, as one of them is a Mokasa village entirely in the possession of the Ferrymen, and the other belongs to a Zemindary Estate. The revised assessment on the Inám in the third village will amount to Rupees 85-9-7.

2. The following Statement will shew the service Ináms which the Ferrymen have hitherto enjoyed :—

	Acres.	Shist for Fusly 1272.
		Rupees.
Mokasa village of Togammi	256	1,500
Ináms in Maddur	16	75
Ináms in Kateru	8	16
Total	280	1,592

3. I see no objection to the Ferry at Rajahmundry being rented out, as the Government propose.

Submitted to Government with reference to their Order, dated 3rd July 1863, No. 1,175. The Board's report on the general question of making ferries in all Districts self-supporting will be laid before Government shortly.

No. 394. Proceedings of the Board of Revenue, dated 30th August 1864, No. 5,594.
Read the following letter from J. FRASER, Esq., Officiating Collector of the Godavery District, dated Cocanada, 16th July 1864, No. 180.

1. I have the honor to bring to the notice of the Board that there are numerous Ferries on the several branches of the Godavery below the Anicut, and an important one at Rajahmundry. Many of these Ferries have

Goutami.
Vasista
Atreya.

been provided with boats at the cost of Government. The boatmen are not remunerated by Government in cash, but to fifty-two ferries, there are Inám lands attached amounting in the aggregate to 572 acres, from which is derived a net income of Rupees 2,171; each Ferry Inám is usually enjoyed by two or three men. In the case of the Rajahmundry Ferry the Inám village enjoyed by the boatmen is at present burdened with no quit-rent at all; they only cross the mails in return for the land which they held rent-free. The enfranchisement of this village at two-thirds or three-fourths assessment, is under consideration.

2. The Ferries entered in the accompanying list are on lines of road frequented by travellers going from and to the places therein specified. On the receipt of the Board's Circular, dated 27th March 1861, No. 1,613, the late Collector, Mr. Purvis, rented out the Ferries at the three

Sakinetiipalli.
Chinchinada.
Kapileswarapuram.

places mentioned in the margin for Fusly 1272, on condition that the renters should keep the Government boats in good repair, and that they should cross the tappal, remittances, &c., free of charges. A scale of charges for ferrying men, animals, and baggage, was given to them for their guidance. The experiment proved advantageous in that Fusly, and these ferries were likewise rented out for Fusly 1273 for Rupees 4,150, as marginally noted.

Chinchinada	450
Sakinetiipalli	600
Kapileswarapuram	100
Total	1,150

3. At the beginning of Fusly 1274, I as usual, ordered the ferries to be put up to auction for a period of three years each, on the conditions stipulated in the notice, copy of which is herewith sent. The charges fixed in the scale are moderate as the ferries are very wide, viz., two miles and upwards, from July to November, and one mile from December to June. The annual rent for the three ferries is Rupees 1,962 as particularized in the margin; the first two were put up before the Sub-Collector, as they are within the limits of his range, and the third before me. By this arrangement the ferries

Kapileswaraparam	Rs.	800
Chinchinada	Rs.	840
Sakinetipalli	Rs.	732
Total..		1,962

are self-supporting, and the Government incur no expense for the repair of boats, and for the transit of Government mails, remittances, &c. The remaining ferries in the list are on lines of District road, and the Rajahmundry ferry is on the Northern High Trunk road. The large Government boats which were plying on this ferry having been worn out and considered unsafe, were broken up and sold in 1860. The boatmen here, and others, are now using their own boats on the ferry, and receiving such fees as they may choose to demand for ferrying. Some of the boats now used are fit to carry bandies, horses, and elephants, and the others are small boats. This is the principal ferry in the District, and the most lucrative one; and I think it should be rented out both to ensure safety and convenience to passengers, and that it may be a source of income to the Local Funds. These are at present limited and insufficient for the legitimate demands on them. I would propose the accompanying scale of rates to be charged for travellers, animals, and private baggage, and stipulate that the renters should provide themselves with proper boats, and convey the usual Government mails, remittances, and public servants, *bonafide* on public duty, free of charge.

4. When Regiments, or large Military stores, are required to be passed, steamers should be hired from Dowlaishwaram to tow the common boats. Persons who may wish to ferry themselves across, on their own boats, should be allowed to do so. In other respects I would make the right of ferrying at Rajahmundry a monopoly to be in the hands of the renter, and would prevent the establishment of any other ferry near enough to interfere with his.

5. I find that in the year 1861, Government steamers were employed on this ferry, and tried experimentally for a year; but the result was not favorable in consequence of there being no monopoly, and the expenses of the steam ferry being very great, and it was therefore discontinued in the year 1862. This subject has already given rise to much correspondence.*

6. The system of renting out principal ferries, such as that over the Kistna at Bezoarah, and similar others in South Canara, Malabar, and Tanjore, I believe to be, that a reasonable maximum scale of charges being established, the renter has the monopoly of the right of ferrying at that particular point of the stream, and other parties are, I believe, prevented from establishing other ferries near enough to interfere with his right.

7. Under all these circumstances, I think that the ferry at Rajahmundry should be rented out on the conditions already mentioned, and if the Board concur in my opinion, I request that they will sanction the arrangement to be carried out for the current Fusly. I beg also to have permission to rent the other Godavery ferries on lines of District road specified in the list now forwarded.

8. There are many other ferries over the branches of the Godavery besides those which I enumerate, but I would not interfere with them at all as they are not on lines of road.

ENCLOSURE No. 1.

ABSTRACT.—List of Godavery river ferries proposed to be rented out.

ENCLOSURE No. 2.

ABSTRACT.—Copy of the Notice containing the conditions under which certain ferries were put up to auction.

ENCLOSURE No. 3.

ABSTRACT.—Scale of rates to be charged for ferrying people, &c., over the Godavery at Rajahmundry.

1. Ordered to be submitted for the consideration of Government, in continuation of the correspondence relating to the proposed changes at the Rajahmundry Ferry already before them.

2. The Board were prepared to authorize the Collector to carry out his proposals for renting the Ferries, but the enfranchisement of the Ferry Ináms at Rajahmundry is a necessary preliminary to the establishment of a Ferry farm at that point.

No. 395.

ORDER THEREON, 21st February 1865, No. 375.

Miscellaneous.

1. The second paper recorded above relates to the question of the disposal of certain ferries in the Godavery District, and more particularly to the one at Rajahmundry, which has been in one shape or other under the consideration of Government for years, and which was last brought forward in the Board's Proceedings of the 14th September 1863, the first paper now under review.

2. These last mentioned Proceedings had particular reference to certain Inám land, valued at 1,500 Rupees per annum, and held free of assessment by a number of boatmen on condition of crossing mails and passengers over the Godavery at Rajahmundry gratis.

3. An attempt was made in 1860-61 to establish a steam ferry, but the experiment failed, and it was at the time represented by the District Engineer as well as by the Collector that without a Monopoly or guarantee of the kind no one was willing to take up the ferry contract.

4. It was while speaking in favor of a Monopoly that the District Engineer, Major Stoddard, suggested, as one step towards facilitating an arrangement of the kind, that the "hereditary Boatmen's" Inám should be discontinued. Mr. Purvis, the Collector, further pointed out that the boatmen referred to still crossed mails and Government stores, but had latterly rendered very unwilling and inefficient service; and he considered that they should be absolved for the future from any demand for service, and that their Inám land should be enfranchised under the Rules.

5. The correspondence on the general question having passed through Colonel Ouchterlony's hands, was finally submitted to Government in the Public Works Department, with that Officer's strong recommendation that a Monopoly should be recognized, and that a tariff of rates of toll should be framed and the ferry be farmed out.

6. In passing orders the Government did not notice the "Monopoly" particularly, but, with reference to the previous orders on the subject, called for further information, and left the question about the Inám to be dealt with in the Revenue Department, whence it was referred* to the Board of Revenue for report in communication with the Inám Commissioner.

7. Mr. Taylor, as the Collector told him that the services of the Ferry-men were no longer required, proposed to enfranchise the Inám at half assessment, both because such was the rate provided by the Rules, (the correspondence which passed in 1851 also shewing that the Government had recognized the justice of treating the Inámdars on favorable terms), and because in the Inám Commissioner's opinion, an annual quit-rent equal to one-half assessment represented the full value of the services rendered by these Ferry-men, and would afford ample funds to meet the future annual expense of crossing the mails. Mr. Taylor's arguments were concurred in by the Board. The Government however before passing orders on this point requested information as to the arrangements to be made, on the discontinuance of the services of the Ferry-men;

G. O. 14th January 1863, No. 92, Revenue Department.

G. O. 18th October 1862, No. 2,485, Public Works Department.

* 29th October 1862, No. 2,316.

for the crossing of the mails and Government stores, and the probable expense which these arrangements will entail.

8. It appeared from the report received in reply to this requisition that to employ a sufficient number of men on a monthly salary, would, for the mails alone, cost, exclusive of the canoes which must be provided by Government, not less than Rupees 768 annually. As regards Government stores, special arrangements would have to be made when the necessity arose.

• 16th May 1863, No. 857, Revenue Department.

9. The Government thereupon observed, that while the service for which the Ináms were granted was required and rendered, it would be absurd to enfranchise them at half assessment, i. e., practically to make the holders a free gift of Rupees 750 annually, and then pay Rupees 768, if not Rupees 800, for the performance of the service by probably the same men. They remarked that they were not prepared to enfranchise on more favorable terms than two-thirds or three-fourths of the assessment to which the land would be liable under the new settlement, but before passing final orders they wished to know whether there was any prospect of a private Company establishing a Steam Ferry "on condition of receiving from Government the quit-rent which may be derived by enfranchising the Ináms in question in return for conveying the Government mails, troops, and stores across the river."

10. The Collector, after enquiry, reported that there was no likelihood of such a Company being established. The Government then asked† what the revised assessment on the lands would amount to: and whether the ferry could not be rented out as other ferries are, Government paying a stated sum for the conveyance of its mails, and maximum tolls being prescribed for the conveyance of passengers and goods.

11. The Collector stated in reply that the Ináms "are situated in three villages, two of which have not been demarcated or surveyed, as one of them is a Mokasa village entirely in the possession of the Ferryman, and the other belongs to a Zemindary Estate." The total extent of the Inám was about 280 acres, and the Shist for Fusly 1272 amounted to Rupees 1,592. Mr. Morris saw no objection to the ferry at Rajahmundry being rented out as the Government proposed.

† Proceedings 14th September 1863, No 5,777.

Note.—The expected report was that called for, apparently in G. O. 20th March 1861, No. 561, circulated to all Collectors with Board's Proceedings 27th March 1861, No. 1,613.

12. The Board in forwarding† this letter observed that their report on the general question of making ferries in all Districts self-supporting would be laid before Government shortly.

13. No further action was taken in the matter pending the receipt of the promised report.

14. The subject has now been revived in a letter from Mr. Fraser, Collector of the Godavery District, who wishes for permission to rent out this, and eleven other ferries in other parts of the District, on lines of road frequented by travellers. It appears that the experiment was made by the late Collector, Mr. Purvis, in 1861, in the case of three ferries, which were rented out on advantageous terms for Fusly 1272, and again for 1273, and have recently been sold for a period of three years at an advanced rate; the result being that Government net nearly 2,000 Rupees per annum and get their mails, remittances, &c., crossed free of charge, and their boats (if they have any) kept in repair. The renters on their part are bound to limit their charges according to the scale prescribed, and are liable to penalties if they exceed these, or work the boats in an unsafe state. This system Mr. Fraser proposes to extend to other ferries, twelve in all, of which he sends a list. Some of them have emoluments in land and fees attached, but only one (Rajahmundry) to any extent. The last named is specially alluded to by the Collector as likely to be most lucrative, and its being rented out would not only ensure safety and convenience to passengers but would prove a source of income to the Local Funds. When Regiments or large Military stores are required to be passed, steamers can

be hired from Dowlaishweram to tow the boats. A scale of rates to be adopted at this Ferry is forwarded for approval.

15. On the question of making it a Monopoly Mr. Fraser observes that persons who may wish to ferry themselves over in their own boats should be allowed to do so, but in other respects the renter should have a Monopoly, and the establishment of no other ferry should be allowed near enough to interfere with his. He points out that the steam ferry failed, principally, because there was no Monopoly, and he states his belief that the system adopted at the principal ferries in other Districts, such as that at Bezoarah on the Kistna, and other similar ones in South Canara, Malabar and Tanjore, is that a reasonable maximum scale of charges being established the renter has the Monopoly of the right of ferrying at that particular point of the stream.

• Proceedings 30th August 1864, No. 5,594.

16. The Board, in forwarding Mr. Fraser's proposals, state* that they were prepared to authorize him to carry them into effect, "but the enfranchisement of the Ferry Ináms at Rajahmundry is a necessary preliminary to the establishment of a Ferry farm at that point."

17. The Government have given the subject their careful consideration, and have come to the conclusion, in modification of the opinion expressed in the Orders marginally noted, that it is advisable to define the rights of Government in this particular by a legislative Act. The Board have already been instructed† to prepare the draft of such Act for approval.

27th January 1864, No. 145.

29th April " " 746.

† G. O. 16th January 1864, No. 97.

18. The various reasons in favor of a Law asserting the right of the State to a Monopoly of Ferries are these:—

I. That Government are practically exercising this right every where, and very extensively in Malabar.

II. That the right is advantageous to the community, inasmuch as it encourages the outlay of capital in the establishment of Ferries. Secures the public from inconvenience and exaction, and swells the revenue available for public improvements.

19. The proposed Law of course should assert the right, but leave its exercise discretionary, so that wherever Government saw fit to leave a Ferry open to private enterprise, they could freely do so.

20. The Monopoly which the Government propose to secure the right of granting will be simply to the extent of prohibiting any person but the lessee of the Ferry from transporting men or goods across for hire.

21. Pending the completion of the arrangement above noticed, Mr. Fraser will be instructed to rent out, from the commencement of the ensuing Fusly, the Ferries mentioned in his letter of the 16th July last, No. 180. The Inám Commissioner will, in the meantime, enfranchise the Ináms referred to in the preceding paragraphs at two-thirds of the assessment.

(True Extract.)

(Signed) J. D. SIM,

Secretary to Government.

To the Board of Revenue.

„ the Officiating Inám Commissioner.

„ the Public Works Department.

Exd. S. T. Augustin.

17. 1853.

Revenue Department.

Memorandum.

The ^{second} paper relates to the question of the disposal of certain ferries in the Godavery District - and more particularly to the one at Rajahmundry which has been in one shape or other under the consideration of Government for years. ^{and which was discussed in the Board's proceedings of the 14th Decr 1853, for which see the enclosed.}

A Memorandum prepared in the Public Works Department at the end of 1854 on a proposal to establish a Govt Steam Ferry on the Godavery at Rajahmundry, gives a history of what had passed from the middle of 1853 up to the date of writing.

writing, and to this I beg
that reference may be made.

3. It was in advertence
to this former correspondence
that in 1860 the Chief Engineer G. O. 29th October 1860. No. 2221 P.M.D.
was requested to state whe-
ther out of the numerous
steam boats then on the Go-
lavery, one could be spared
for a steam ferry above the
Anicut and whether such
employment would proba-
bly be profitable.

4. The District Engi-
neer and Collector were in
favor of the experiment being
of opinion that it would be
profitable to Government
as well as convenient to the
public, especially during
floods.

x G. O. 5th January 1861 No. 20. P.M.D.

G. O. 25th June 1861 No. 1169 P.M.D.

5
floods: a steamer too could
easily be spared - A trial of
the plan for three months was
accordingly sanctioned.

5. The report of the re-
sult of this experiment shewed
that on the whole there had
been no loss. The District
Engineer was in favor of
making the arrangement per-
manent but he wanted a
monopoly to which both the
Chief Engineer and the Govt.
were averse. The best plan,
the Government thought, would
be to allow any private indi-
vidual or association to rent
the vessel under conditions
sufficiently stringent to secure
Government against any loss.
No.

No monopoly of any kind
was to be allowed, other persons
being at liberty to ply without
reference to the contractor.

6. In a subsequent
order after passing some
general directions in regard
to the employment of Govt
steamers and boats on the
system of channels in the
Delta the Government intima- x 24th July 1861. 1st 1874 P.M.D. para 7.
ted that the steam ferry
would not be continued
beyond that year at the
end of which period a
statement of receipts and
expenses was to be submitted.
The resolution of Govt^y
was to be made generally
known

known in view to the formation
of a private company to take
up the work.

7. From the final report
of Major Stoddard it ap-
peared that up to the middle
of October 1861 when the steamer
was withdrawn the expenses
connected with the Ferry had
exceeded the receipts by Rs.
1627. This was the result
partly of competition, partly
of the transfer of the most
suitable vessel to other duty,
and partly to the premature
stopping of the Ferry at a time
when the traffic was most
extensive. The District
Engineer would not advo-
cate a continuance of a
Steam

Steam Ferry unless protected
by a Monopoly and without
some guarantee of the kind
no one was willing to take
up the rent. He suggested
in conclusion that the
grant of land yielding Re-
venue to the amount of Rs.
1500 annually and enjoyed
by the "Hereditary Boatmen"
(See para 3 of Memorandum
of 1859 already alluded to)
should be discontinued.

8. The Collector agreed
with Major Stoddard as to
the advisability of a Monopoly.
He saw no reason why the
Ferry across the Godavery
should

7
should be an exception to
the general rule, for, if he was
not mistaken, ferries in other
parts of the country, for the
rent of which large sums are
obtained and spent in im-
proving the communications,
are all practically monopolies.
Mr Purvis added that the
boatmen referred to still cross-
ed mails and Government
stores but had latterly render-
ed very unwilling and in-
efficient service, and he
considered that they should
be absolved for the future
from any demand for
service, and their Inam
land enfranchised under
the

the Inam Rules.

G. Colonel Quilterlong,
before whom the papers next
came, was of opinion that
the result was a practical
exemplification of the general
rule that such undertakings
must be under the control
of Government, and, whether
farmed out or not, must
be protected by a monopoly,
and he therefore recommend-
ed that on this understand-
ing a tariff of rates of toll
should be framed and the
Ferry then be farmed out.

In passing orders
on this correspondence the

G.O. 18th October 1862 N^o 2485. P.V.D.

x 29th October 1862 N^o 2316.

the Government did not notice
the "Monopoly" particularly
but, with reference to the pre-
vious orders on the subject
called for further information
and left the question about
the Inam to be dealt with
in the Revenue Department
whence it was referred to the
Board of Revenue for report
in communication with the
Inam Commissioner.

10. Mr Taylor as the
Collector told him that the
services of the Ferry men were
no longer required, proposed
to enfranchise the Inam
at half assessment both
because

because such was the rate provided by the rules (the correspondence which passed in 1854 also showing that the Government had recognized the justice of treating the Inam-dars on favorable terms,) and because in the Inam Commission's opinion, an annual grant rent equal to one-half assessment represented the full value of the services rendered by these Ferrymen, and would afford ample funds to meet the future annual expense of crossing the mails. Mr Taylor's arguments were concurred in by the Board. The Govt however before passing orders

Vide Paragraph 3rd Sec. of Memorandum of 1859 already alluded to.

G.O. 14th January 1863 No 92 Rev. D. P. L.

orders on this point, requested information as to the arrangements to be made, on the discontinuance of the services of the Ferrymen, for the crossing of the mails and Govt stores, and the probable expense which these arrangements will entail.

11. It appeared from the report received in reply to this requisition that to employ a sufficient number of men on a monthly salary would, for the mails alone, cost, exclusive of the carriers which must be provided by Govt, not less than Rs. 768 annually. As regards Govt stores, special arrangements would have to be made when the necessity arose.

x 18th May 1863 No 857. P.D.

12. The Govt thereupon observed that while the service for which the Inams were granted

granted was required and
rendered, it would be absurd
to enfranchise them at half
assessment i.e. practically to
make the holders a free gift
of Rs 750 annually and then pay
Rs 768, if not Rs 800, for the
performance of the service by
probably the same men. They
remarked that they were not
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more favorable terms than
 $\frac{2}{3}$ rds. or $\frac{3}{4}$ ths of the assessment
to which the land would be
liable under the new settlement,
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"on condition of receiving
from Government the quit
rents which may be deri-
ved by enfranchising the
Inams in question in return
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ment mails, troops, and
stores across the river." The

4
x G.O. 3^d July 1863 N^o 117510

10
13 The Collector after
enquiry reported that there
was no likelihood of such a
company being established.
The Government then asked
what the revised assessment
on the lands would amount
to: and whether the Ferry
could not be rented out as
other Ferries are, Government
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the conveyance of its mails,
and maximum tolls being
prescribed for the conveyance
of passengers and goods.
14 The Collector stated
in reply that the Inams
"are situated in three villages
"two of which have not been
"demarcated or surveyed
"as one of them is a Mohaka
"village entirely in the posses-
"sion of the Ferryman and
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extent of the Inam was
about

about 280 acres and the
Sheet for Fasli 1272 amount-
-ed to Rs 1592. Mr. Morris
saw no objection to the Ferry
at Rajamundry being rented
out as the Government
proposed.

15 The Board in for-
-warding this letter observed
that their report on the gene-
-ral question of making
Ferries in all Districts
self-supporting would be
laid before Government
shortly. (The expected report
was that called for, appa-
-rently in G. O. 20 March
1861. No 561 circulated
to all collectors with
Board's Proceedings 27th
March 1861. No 1613.)

16 The Board's Prog^s
of the 14 September 1863
were never disposed of
having been put aside
pending the receipt of the
promised

* Pro: 14th Sept: 1863. No: 5777

* Reminder sent 10th May 1864

* not included in the
twelve mentioned
in Mr. Fraser's pres-
ent letter.

11
promised general report
which however has not yet
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17 The subject has
now been revived in a
letter from Mr. Fraser,
Collector of the Godavery
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permission to rent out
this, and eleven other Ferries
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12
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B. On the question of
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principal ferries in other Districts such as that at Bezoarah on the Krishna and other similar ones in South Canara, Malabar and Tanjore, is that a reasonable maximum scale of charges being established the renter has the monopoly if the right of ferrying at that particular point of the stream.

16. The Board in forwarding Mr. Fraser's proposals state that they were prepared to authorize him to carry them into effect but the enfranchisement of the Ferry Grants at Rajahmundry is a necessary preliminary to the establishment of a Ferry Grant at that point.

17. The orders of Government are now required on the course to be adopted. The chief point at issue is whether a monopoly

* Pres. 80th Aug. 1864 at 5594

* G.O. 27 January 1862. No. 145.
G.O. 29 April 1862. No. 746.

13
such as that already in force at three of the ferries in the same District (though without any sanction) is to be permitted. Such a measure will dispel the doubt as to the object to be attained, the convenience of the public and the improvement of the communications are certainly to be gained by themselves. Whatever principle is adopted will hold good for all Districts, and unless Government are prepared to yield to all the arguments in favor of monopolies which have been laid before them from time to time, the question must be considered as virtually decided by the orders issued at the beginning of this year in the case of certain ferries in Malabar. Mr. W. Ballard thought it most important that when Govt. let the right of ferrying for large sums there should be legal means of protecting the lessee's rights. At present the only safeguard against the

establishment of opposi-
tion ferries in the same
localities was a vague
impression that such
a proceeding would be
"contrary to order". The
Board thought that
powers should be taken
by enactment for the
regulation of ferries
one of the provisions
~~being to preclude the~~
establishment of any
private ferry boat ply-
ing for hire within a
certain distance of
a public ferry. The
Government however
saw no necessity for
legislation on the sub-
ject, and they adhered
to this opinion when
a further reference
was made by Mr Bal-
lard pointing out the
false position in which
he as the representative
of Government was placed
when he had to sell a pri-
vilege which he had no
means of securing to
the public. The Board
in forwarding the Collec-
tor's second letter ex-
pressed their belief that
legislation was not ab-
solutely necessary if

the public rental could
indict the private
ferryman as a "dis-
sauce".

22 I gather from the re-
marks recorded by the
members of Government
on these ^{first of these} references from
Malabar that as fer-
ries are kept up for the
accommodation of
the public and not
for the purpose of rais-
ing a revenue it is
unnecessary to legalize
a monopoly because
the establishment of
opposition boats by pri-
vate parties would
show that Government
interference being no
longer necessary for
the public convenience
might safely be with-
drawn. It was further
stated that no enact-
ment could prevent
a man establishing
a ferry on his own estate
when the banks of
the river are his pro-
perty. In regard to Mr
Ballard's second letter
it was thought desi-
rable not to move
on the subject as long

as matters were going
on quietly.

93 Mr. Fraser, in his
recent letter, has put
the "public convenience"
as one ground for
giving a monopoly.
Is there not some truth
in this?

94 It seems clear that
the question is ^{generally} not in
a satisfactory state.
The Board do not seem
to understand the
feeling of the Govt
on the monopoly
question. For in their
proceedings under
consideration they
state their willingness
to allow the collector
to carry out his pro-
posals if the main
~~difficulty~~ ^{difficulty} can be got
over. i.e. they would
enforce a monopoly
on behalf of Govt.

95 They have lost
sight too of the gene-
ral principles to
which the Government
in 1855 wished a
gradual approxi-
mation to be made
~~with the existing law~~

G.O. 1 June 1855
No. 239. P.W.D.

*20 March 1861.
No. 561.

and which have not
been departed from
in the orders recent-
ly passed by Govt
in regard to the
Malabar ferries.

This order of 1855
is adverted to in
the subsequent
Proceedings of
1861 to which are
already observed,
no reply having
been received from
the Board of
Revenue.

1 The put are various
ventures out a num-
ber of ferries, all are
the country are de-
claring a confidential
sum of Rs 70000 which
is devoted to work
These ventures of course
involve a monopoly
if the right of ferrying
for no one would pay

as matters were going
on quietly.

93 Mr. Fraser, in his
recent letter, has put
the "public convenience"
as one ground for
giving a monopoly.
Is there not some truth
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ventures out a num-
ber of ferries, all are
the country are de-
claring a confidential
sum of Rs 70000 which
is devoted to work
These ventures of course
involve a monopoly
if the right of ferrying
for no one would pay

for a principle
which could be
exercised by any one
without payment or
hindrance.

There is however
a general impression
that the pub. can &
do not out the mono-
poly - and this suffices
generally to protect
the revenue & the revenue.

I believe too that
the law would recognize
this right on the part
of the State - but only
through the cumbersome
means of civil actions.

How long the im-
pression above-mentioned
may last is a question
but when it does wear
it and a writer's pri-
vilege is invaded, pub.
will be in an awful
hard position.

Ministers & the
law stand & the
pub. have no power to
regulate ferries, so as

NOT DISSENTING
TO THE

to secure the comfort
or even the safety of
passengers.

And on large
rivers, such as the
for many, the one rule
in curbing the cruetage
necessary for an
efficient ferry
without the protection
of a monopoly.

The various reasons
in favor of a law
asserting the right
of the State to a
monopoly of ferries
are these -

I. That pub. are prac-
tically exercising
this right every where
& very extensively in
Malabar & Dec.
II. That the right is
a dominant power of the
community, viz.

much as it en-
courage the outlay
of capital in the
set off the business
of ferries - secures
the public service
in direct service of
Education and
Lulls the revenue
and outlay for
public improve-
ment.

The Law of
Carriage would assert
the rights but leave
its exercise to
discretion - so that
a few years past have
fit to leave it open
to private
enterprise, they could
freely do so and
as a Department
in the Public
Admitted the Draft

The present reference
regards the proposed
ferries in Ring-
mundry - ~~which~~
~~the Government~~
~~has decided to~~
of the place and
-led by Mr. Francis
proper sites for ferries
I would visit them
out - It is not likely
that any one would
stand an opposition
being - As respects

J. H. French
question I think that as
in an legislative

17
of an Act for the pro-
tection of rivers & canals
the regulation of traffic
on them &c - which
practically includes
ferries - The question
raised in these papers
should be most con-
-veniently considered
in connection with
that Draft (circu-
lated here with) &
if felt see fit to
legislate for ferries
one Act would do
for all - If on the
other hand they
adhere to the order
of the 27 Jan &
29 April last, the
Draft Act can be
easily modified
accordingly.

J. D. S.

A protection & regulation of
canals & rivers in might
be made at a more
time to be powers for
securing to the
exclusive right of
keeping up ferries

I think so. I should be pre-
pared under the circum-
stances to take the right to
grant a monopoly to the
extent of prohibiting any
person but the holder of the
Ferry from transporting
merchandise across the
River for hire, which is all
that is done anywhere.
It is clear that unless we do
grant such a monopoly a
ferry across the Godavary
will never be established

M

N^o 375

Proceedings of the Madras Government.

Under date the 21st February 1865

Read the following Prop^s
of the Board of Revenue.

Submitting letter
from the Collector of the
Godavery District giving
certain information re-
garding the revised as-
sessment on the Inams
of the Terrycum at Rajah-
mundry

(Here enter the Dept^s
N^o 777)

Submitting for
consideration a letter from
the Collector of the Godavery
District on the subject of
renting the Rajahmundry
and other ferries in the
District.

(Here enter the Dept^s
N^o 5894)

The second pa-
per received at the re-
lative to the question of
the disposal of certain
ferries in the Godavery
District - and more par-
ticularly to the one at
Rajahmundry which
has

has been in one shape
or other under the con-
sideration of Government
for years and which
was last brought forward
in the Board's Proceed-
ings of the 14 September
1863, the first paper now
under review.

2. These last men-
tioned Proceedings had
particular reference to
certain Inam land, re-
served at 1500 Rupees per
annum and held free
of assessment by a num-
ber of boatmen on con-
dition of carrying mails
and passengers over
the Godavery at Rayachoti
mandya grant.

3. An attempt
was made in 1860-61,
to establish a steam
ferry but the experiment
failed and it was at
the time represented
by

by the District Engineer
as well as by the Collec-
tor that without a mo-
nopoly or guarantee of
the kind no one was
willing to take up the
ferry contract.

4. It was while
speaking in favor of
a Monopoly that the Dis-
trict Engineer Major
Stoddard suggested as
one step towards faci-
litating an arrangement
of the kind that the "Re-
gulatory Boatmen"
Inam should be discon-
tinued. Mr. Purvis
the Collector further
pointed out that the
boatmen referred
to still carried mails
and Government stores
but

but had latterly rendered very unwilling and inefficient service, and he considered that they should be absolved for the future from any demand for service and that their Inam land should be enfranchised under the Rules.

The correspondence on the general question having passed through Colonel Ouchterlony's hands, finally submitted to Govt in the P. W. Depart with that officers strong recommendation that a Monopoly should be recognized and that a tariff of rates of toll should be framed and the Ferry be farmed out.

In

7. 18th October 1862 Hs 2485.
G. W. D.

* 29th October 1862 Hs 2316.

20
6 In passing orders, the Government did not notice the "Monopoly" particularly but, with reference to the previous orders on the subject called for further information and left the question about the Inam to be dealt with in the Revenue Department whence it was referred to the Board of Revenue for report in communication with the Inam Commissioners.

7 Mr. Taylor, as the Collector told him that the services of the Ferryman were no longer required, proposed to enfranchise the Inam at half assessment both

both because such was
the rate provided by
the rules, (the correspondence
which passed in 1854 also
showing that the Govern-
ment had recognized as
the justice of treating the
Inamdars on favorable terms,)
and because in the Inam
Commissioner's opinion, an
annual quit rent equal to
one half assessment represented
the full value of the services
rendered by these Ferry-men,
and would afford ample
funds to meet the future
annual expenses of crossing
the mails. Mr. Taylor's
arguments were concurred
in by the Board. The
Government, however,
before

21
before passing orders, on
this point requested in-
formation as to the arrange-
ments to be made, on the dis-
continuance of the services
of the Ferry-men, for the crossing
of the mails and Government
stores, and the probable ex-
penses which these arrange-
ments will entail.

It appeared from
the report received in reply
to this requisition that to
employ a sufficient
number of men on a month-
ly salary, would, for the
mails alone, cost, exclusive
of the caisses which must be
provided by Government, not
less than Rs 768 annually.
As regards Government stores,
special arrangements would
have

have to be made when the ne-
cessity arose.

9 The Govt thereupon
observed that while the ser. ^{18th May 1863} ^{h. 857} B. O.
vice for which the Inams
were granted was required and
rendered, it would be absurd
to enfranchise them at half
assessment i.e. practically to
make the holders a free gift
of Rs. 750 annually, and then pay
Rs. 768, if not Rs. 800, for the
performance of the service by
probably the same men. They
remarked that they were not pre-
pared to enfranchise on more favorable
terms than $\frac{2}{3}$ rds. or $\frac{3}{4}$ ths of the assess-
ment to which the land would be
liable under the new settlement,
but before passing final orders
they wished to know whether
there was any prospect of a private
Company establishing a steam
Ferry in condition of receiving
"from Government, the quit
rent, which may be derived
"by enfranchising the Inams
"in question in return for
conveying

22
"conveying the Government
"mails, troops, and stores across
"the river."

G. O. 3^d July 1863 h. 1175. R. O.

10 The Collector, after
enquiry reported that there was
no likelihood of such a com-
pany being established. The
Government then asked what
the revised assessment on the
lands would amount to: and
whether the Ferry, could not
be rented out as other Ferries
are, Government paying a stated
sum for the conveyance of
its mails, and maximum tolls
being prescribed for the con-
veyance of passengers and goods.

11 The Collector stated in
reply that the Inams are
"situated in three villages, two
"of which have not been demarcated
"or surveyed as one of them is a
"Mokasa village entirely in the
"possession of the Ferryman and
"the other belongs to a zamindar
"dary estate." The total
extent

extent of the Sham was
about 280 acres and the
shist for Fash 1272 amount-
ed to Rs 1592. Mr. Morris saw
no objection to the Ferry at
Rajabundry being rented out
as the Government proposed.

12 The Board in for-
warding this letter observed * Pro: 14th Sept 1863 No 5777-
that their report on the gene-
ral question of making Ferries
in all Districts self-supporting
would be laid before Govern-
ment shortly. (The expected
report was that called for,
apparently in G. O. 20th March
1861 No 561 circulated to all
collectors with Board's Proceed-
ings 27th March 1861. No 1613.)

13 No further
action was taken in
the matter pending
the receipt of the
promised report. The

Note. - The expected report was
that called for, apparently in
G. O. 20th March 1861 No 561 cir-
culated to all Collectors with Board's
Proceedings 27th March 1861 No 1613.

* not included in the twelve
mentioned in Mr. Fraser's
present letter.

23
14 The subject has
now been revived in a
letter from Mr. Fraser, Col-
lector of the Kodanery Dis-
trict, who wishes for per-
mission to rent out this and
seven other Ferries in other
parts of the district, on lines
of road frequented by tra-
vellers. It appears that the
experiment was made by
the late Collector Mr. Currie
in 1861, in the case of three fer-
ries which were rented out
on advantageous terms for
Fash 1272 and again for
1273 - and have recently
been sold for a period
of three years at an ad-
vanced rate - the result be-
ing that Govt net nearly
2000 Rs per annum and
get their mails, remittances
&c crossed free of charge
and their boats (if they
have

have any) kept in repair.
The renters on their part are
are bound to limit their ex-
charges according to the ex-
scale prescribed, and are
liable to penalties if they
exceed these or work the ex-
boats in an unsafe state.
This system Mr. Fraser pro-
posed to extend to other ser-
vices, twelve in all, of which
he sends a list. Some of
them have emoluments in
land and fees attached, but
only one (Rajahmundry) to any extent. The last
named is specially alluded
to by the Collector as likely
to be most lucrative, and
its being rented out would
not only ensure safety and
convenience to passengers
but would provide a source
of income to the Local Am-
bush Regiments or large
military stores are required
to be passed, steamers can
be

be hired from Sowdiah.
were able to tow the boats.
A scale of rates to be ex-
adopted at this ferry is
forwarded for approval.
15 On the question
of making it a monopoly
Mr. Fraser observed that
persons who may wish to
ferry themselves over in their
own boats should be al-
lowed to do so - but in
other respects the renters
should have a monopoly
and the establishment of
no other ferry should be ex-
allowed near enough to in-
terfere with his. He points
out that the steam ferry
failed principally because
there was no monopoly, and
he states his belief that
the system adopted at the
principal ferries in other
districts - such as that ex-
at

at Bezarah on the Kist-
-na and other similar
only in South Canara, in
Malabar and Tanjore, is
that a reasonable ma-
-ximum scale of charges
being established the
enter has the monopo-
-ly of the right of ferrying
at that particular point
of the stream.

16 The Board in for-
-warding Mr. Staser's pro-
-posals state that they
were prepared to autho-
-rize him to carry them into
effect "but the enfranchise-
-ment of theerry Laid
"at Rajahmundry is a ne-
-cessary preliminary to the
"establishment of aerry
"farm at that point."

The

*Pro: 30th Augt 1864, No.
5594-

27 June 1864 No 745
29 April " " 746-

* 4 O. 16 January 1864 No 97-

17 The Government²⁵
have given the subject
their careful consideration
and have come to the
conclusion in modifica-
-tion of the opinions ex-
-pressed in the orders
marginally noted that
it is advisable to define
the rights of Government
in this particular by a
legislative act. The Board
have already been in-
-structed to prepare the
draft of such act for
approval.

18 The various rea-
-sons in favor of a law
asserting the right of
the state to a monopoly
of ferries are these
1. That Government
are practically exercising
this right every where
and very extensively in
Malabar. That

19. The proposed law of course should assert the right but leave its exercise discretionary so that wherever Government saw fit to leave a ferry open to private enterprise, they could freely do so.

from transporting men
or goods across for hire.
21. Pending the com-
pletion of the arrange-
ments above noticed Mr
Fraser will be instructed
to rent out from the com-
mencement of the evening
Tide the ferries men-
tioned in his letter of
the 16th July last No 180.
The Inam Commissioner
will in the mean time
enfranchise the Inams
referred to in the prece-
ding paragraphs at
two-thirds of the as-
sessment.

14. L. R. O. Board of Prisoners with bonds Dec 2, 1866
9. L. R. O. Board of Prisoners with bonds Dec 2, 1866
10. L. R. O. Board of Prisoners with bonds Dec 2, 1866

cgll



21-11-91
23-4-91
Revenue Dept.
Pro: of Govt for February

No 375

Pro: of the Madras Govt.
Dy 21st Feb: /65

Directing the Collr
to rent the Series in the
Godavery from the commence-
ment of the ensuing Fyuly.

No 393 @ 395