

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public works

DEPARTMENT

G.O. No.	691	Press
B.P. No.		Mis.
74-75-75A		
Dated	4 3	1873

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
4th March 1873.*

Read the following letters :—

- No 74. From the Collector of Kistna District.
(Here enter No. 2,809, dated 27th November 1872.)
No. 75. From the Collector of Godavery District.
(Here enter No. 1, dated 6th January 1873.)

No. 75A. ORDER THEREON, 4th March 1873, No. 691.

IRRIGATION, No. 5.

His Excellency the Governor in Council resolves to issue for adoption on the Godavery and Kistna Canals, the annexed Rules and Bye-laws as amended, in accordance with the recommendations of the District Officers, who will report at the end of the first year upon their working, with a view to their infringements being made cognizable under the Penal Code if still thought necessary. The attention of the Magistracy and Police Officers is called to the rules with a view to their assisting the officers of the Department of Public Works to enforce their provisions.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Collectors of Kistna and Godavery.

- „ District Engineers, Kistna and Godavery.
- „ Chief Engineer for Irrigation.
- „ Revenue Department.
- „ Judicial Department.

„ *Superintendent of Public Works & Communications.*

Exd. E. C. Shunker.

No. 2809.

KISTNA DISTRICT COLLECTOR'S OFFICE

MASULIPATAM 27th November 1872

FROM,

G. D. Leman, Esq.,
Acting Collector of the Kistna District.

TO,

Col. G. W. Walker, R. E.
Secretary to Government. R. F. W.
Madras

SIR,

1. I have the honor to forward the rules drawn up by the Committee of Engineers for boat traffic on the Canals of Kistna & Godavary Districts.

2. They have my approval. Perhaps the N. B. to Rule IV might be relaxed and rendered not applicable to boats newly built & licensed, or to boats enlarged for which a fresh license must be taken out before again plying; as I am not aware how the inconvenience and losses spoken of in para 3 of the President's letter arise, I have some hesitation in proposing this alteration, but such cases would not often occur & boat owners would still be prevented from plying on till such time in the year as the traffic is greatest, & then taking out licenses for the few remaining months.

3. I also think passengers in the 2^d class boats should be allowed a certain amount of baggage say me "head coolies" load of articles be what they may free of charge.

I have the honor to be
Yours most obedt^t Servant
G. D. Leman
Acting Collector

No 2961

Superintending Engineer's Office
Doulaisuram 19 November 1872

From

5

Lieutenant Col. J. P. Fischer R.E.

As Superintending Engineer M.D.

To,

Colonel G. D. Walker R.E.

Secretary to Government. D.P.D.

Madras.

With reference to your Memo
of the 25th June 1872, No 181, I have the
honour to submit the revised rules and
Bye-laws for regulating the traffic on
the Canals of Godavary and Ristnat
Districts, with a report thereon.

2. The Officers noted in the Margin
assembled at Ellore on the 12th instant
and proceeded to consider the existing
regulations and all other papers connected
with this important subject, particularly
the Memo of the Chief Secretary No 182
dated

Sp. Col. Fischer R.E.
W. Smith Esq.
Captain Mead R.E.
" Smalley R.E.
G. J. Balch Esq.

Despatch No 1170 No 34-362
" 24th Oct. " 329-330
" 4th Aug. " 192-181
" 12th June " 181

P. W. 1872 Department.

No 6040.

From the Collector of Ristnat
District

Referred, with

all documents, to the
Collector of the Godavary
District for considera-
tion and for such
remarks as he may
wish to offer.

To the Secretary to Government
P.W. Department
Fort St. George.
Dated 27 November 1872
W.S. 1st December 1872.
No 2809
W. J. J. J.

Order of the
Capt. R.E.
As Under Secretary

P.H. &

17-December

1872

Forwarding the revised rules
drawn up for boat traffic
on the Canals of the
Godavary District with
letter from the Superintending
Engineer's Division,
P.H. 21/11/72
Referred

dated 8th June 1872, and the results we arrived at, are embodied in the documents transmitted with this letter, with the forms of Licenses we propose to adopt -

3. Rule I. Remains as heretofore, excepting as regards rules 9 and 10 which

we propose to abolish for reasons given below -

Rule II. In this no modification is proposed -

Rule III. with its N.B. is not altered, but we propose to append to it, Regulation No 10 of the present regulations as being more distinct in such a plan, and easy of reference.

Rule IV. In this it is proposed to strike out the words "will remain in force for the period of one year" and to substitute "will remain in force, up to the end of the

"the Calendar year in which the License is issued," as the former expression is somewhat ambiguous; and to this rule we propose to add a N.B. to the effect that, Licenses for broken periods of a year will not be granted in future, as experience has shown us, that, very great inconvenience and considerable losses were incurred by the system now in force.

Rule V. Remains unaltered

Rule VI. In this we propose to omit the words "and light goods" as it is impossible to attach any very definite meaning to these and the higher rate of license for passenger boats are supposed to entitle the owners to work their boats in the manner the most profitable to themselves.

In considering this rule, the Committee have given the question of Casto, their best

best consideration, and they are un-
animously of opinion that, the best-
way to meet this is to have 2 Classes of
Boats, paying different rates of license
and the scale fixed by us is given as
1st Class - passenger boats to pay 2 annas
per square foot of deck room per annum,
the fares to be charged on the passen-
-gers to be carried are to be left optional
with the Owner, or Owners of this class
of boat; this rate is higher than the
existing one by 50 per cent. but, as it
is perfectly optional with the Owners
of boats to take out Licenses for this
Class, and they are left to regulate
their charges for the conveyance of
passengers requiring to use them, we
do not consider that there is any
hardship in the proposed arrangement.

at

CyO No 2528 D/
24th October 1870.

at present we find that, the G. O.
as per Margin is almost a nullity, the
Owners of boats charging such people
as they do not wish to carry, a most
prohibitory rate, and in order to provide
against this, we propose that the 2^d Class
of passenger boats for the conveyance
of all passengers, irrespective of Creed,
Cast, or color, pay a rate of 3 annas
per square foot of deck room per annum;
this is 25 per cent. less than the rate
now prevailing, which may mean
competition and provide cheap means
of conveyance for all classes. We propose
further, to fix a Maximum rate of charge
for hire for such boats, calculated upon
an average of the charges now made on
the Canals, and at the same time fix
the charges for cabin accommodation

b

to prevent extortion on the part of the
owners. In this manner it is hoped the
interests of all will be well protected
For - To this rule we propose to append
respecting Bye-law No XI, for the con-
venient refuge for the cargo to
Rule III. as regards the number of
passengers to be carried in any boat,
the provisions of the existing rule to be
retained. It will thus be seen we have
adopted the suggestion contained in para-
3 of the Chief Secretary's Memo No 1822
not that we think Caste prejudices
should have any undue consideration
in public matters of this kind, but to
enable all to benefit alike by such
works as those existing here it appears
to us to be the only practicable way
to meet the difficulty and to allow
all

all Castes, as well as Christians, to
avail themselves of such means of
Communications; and it must be
remembered that, no company would
provide special accommodation for
any class of passengers without
making a higher rate of charge for so
doing.

Rule XII. In this, no material alteration
has been made, for "Paddle and other
boats" we propose to say "all boats"
the property of private parties, for the
Rule XIII. is the same as Rule XI of
those now in force.

We propose to abolish rules IX and X
altogether, as the practice of boat owners
now is, to take a very unfair advantage
of the river navigation above the Anikati,
and to work in the Canals at the time
the rivers are in flood; thus securing
to

to themselves the best Markets by means of the Canals for a Nominal Fee; and it has been found quite impracticable to determine what boats were entitled to consideration of the Kind; Further as the licence fees are much moderate, it is expedient to provide that, the fullest revenue from them be secured with the least cost of collection.

Rule XII. of those now in force is proposed to remain as its provisions are contained in Rule I.

Rule IX. is the same as Rule XIII of the existing ones, except that, for "or other reasonable causes", a Majority of the Committee propose to substitute the words "or other impediments to Navigation" as being more definite.

Rule X. is in place of rule VIII of those

13

now in force, and the Committee were unanimously of opinion that, embarcation should be charged for rafts of all Kinds; the inconvenience of this article is the same all over the Canals - they occupy the same space in all lock chambers, and we found from the records that, by reducing the rates for timber, and raising the rate for bamboo, the loss at first would be considerable, whereas the convenience of having one uniform charge is very great, and will prevent a good deal of speculation; the charge also is almost nominal, more for the purpose of registration than anything else.

Rule XI. Provides for all fees paid by rafts being collected at the head locks immediately under the control of the Officer at Head Quarters.

4. By-laws Nos 1 to 7, to remain as heretofore.

8. to be the same as now, with the following additions "in failing to do so; the owner" "will be obliged to take out a fresh license for the full fee; this thousand No 9.

No 10: has been transferred to Rule III and No 11 to Rule VI. Nos 12 and 13 of those now existing to remain as Nos 9 and 10 of the proposed ones; and the following are proposed to be added.

No 11. Provides for the maintenance of a staff at night, and is considered to be absolutely required.

No 12. Provides for carrying out the orders of Government contained in G. O. of the 21st September 1870, No 2273. to have the boats kept in good repair and clean.

5. In conclusion I am requested to submit for the consideration of Government that

2/5/73

15
that Rule VI will be evaded, unless all breaches of its provisions are made cognizable by a Magistrate, as the Canal Officers have no power for summoning witnesses or examining upon oath.

I have the honor to be
Sir
Your Most Obedt Servt.

Wm. T. Fisher Esq. M.P.

As. Superintendent Engineer 14th Dec
President of the Committee

గోదావరి క్రిస్టా జిల్లాలయొక్క కాలవలలోతిరిగే వడవలను గురించిన నిబంధనలు.

గోదావరి క్రిస్టా జిల్లాలయొక్క కాలవలలో తిరిగే వడవలకుగాను యాదీగవనుడ హరించబడ్డ నిబంధనలను అమలుచేయించడమునకు గవర్నమెంటువారు పుస్తకపుచ్చేసివారు.

1. ఎరుమరీ దిగుమతలు చేసుకునేటప్పుడు తప్ప వడవలుగాని తప్పలుగాని తాడులాగే పయివున లంగరు చెయ్యబడకూడదు.
2. రేంజీ ఆఫీసరుగారివల్ల ప్రాసంగికంగా నిర్ణయించబడ్డ ప్రకారం లాకు కాబట్టి యెగువునగాని దిగువునగాని వడవలు లేక తప్పలు లంగరు చెయ్యబడకూడదు.
3. వడవలు లంగరు చెయ్యబడ్డప్పుడు వాటి కొయ్యలు దింపి వాటియొక్క అడ్రెస్ అనుబంధములు పుచ్చుకు వొక్కొక్క చరనను కట్టి చేసేవడవకు వొక్కొక్క మనిషి వకాన కామలాగా పుండవలసివచ్చి.
4. వడవలు కరుగుకున్నప్పుడు అలాగా 1 - 2 బోల్డు ప్రవాహముతో కూడా చెల్లెవిగాని 1 - 2 బోల్డు ప్రవాహముకు యెడలుగా చెల్లెవిగాని కలుగు కున్నప్పుడు ప్రవాహముతో చెల్లెవడవ మాగనాయివ్వవలసివచ్చి. ప్రవాహముకు యెడలుగా చెల్లెవడవ తిన్నగానే చెల్లెవలసివచ్చి.
5. ఒకవట్టునుంచి చెల్లెవడవలు అలాగా ప్రవాహముతో కూడా చెల్లె 1 - 2 వడవలు ప్రవాహముకు యెడలుగానూ చెల్లె 1 - 2 వడవలు, చెల్లెటప్పుడు నింపుకముగా చెల్లె అలాగా బోనెయి త్వరగా చెల్లె అలాగా రహదారివడవలకు మాగనాయివ్వవలసివచ్చి.
6. వకాకుంటే పట్టెటంకకలు చెల్లెదిగావుండే తప్ప కాలవలో నడవకూడదు యాదీగవనుడ ప్రాసంగికంగా నడిపించడముకు దానివూడ అనుబంధ మనిషి అయినా లుండవలసి.
7. లాకుతాబాకు నత్తకత్తకప్పు, మరీసేదనిస్య లాకుతాబాకు పిల్లలుపులను న్నతలపులకొలనున్న లేకలండుల యంత్రములనున్న ముచ్చికొకూడదు.
8. ప్రవాహములకు లాకు సెయ్యకాదు యెప్పుడూ వడవలోనేవుంచబడి, దాన్ని అడగడముకు అనికారముకలిగిన గవర్నమెంటు ఆఫీసరు అడిగినప్పుడు కనవలవలసివచ్చి.
9. లాకు సెయ్య కనవలవడని వడవకు వడవ అడ్రెసుకుండే అటంక వరచబడు ను మరీసే అందుకువచ్చు కొత్తల లాకు సెయ్య వుచ్చుకోవలసివుంటుంది అందుకు గాను పూరాఫీసరు పుచ్చుకోవలసి.
10. రహదారివడవ 5 చతురపు అడుగుల వ్యాసముకు మనిషిని యెక్కించు కొండప్పుడు వడవలోనే రహదారివడవనున్న సరకులనున్న కూడా తిగుకుని పాబట్టపుకు ముంపు 1కి 25 పానులుగల 5 ముంపులు, వకరహదారివడవనిస్యకి సమముగా యెంచబడుతుంది.
11. రహదారివడవలోవుండే జనములెప్పుడు చెల్లెనిమిషమున్న సేరుకులను కొలిచేదిమున్న అవలసివచ్చని వకరేంజీ ఆఫీసరుగారివల్ల కొరబడ్డప్పుడు అట్లాత వడవలసివచ్చి- క్రియమైన పరిమాణము కంటేగాని సర్వీకంటేగాని యెక్కువగా బలుపుయ్యేందుకునే సేరుకులనుగాని రహదారి జనముగాని వడవలోనుంచి దింపి చెయ్యవలసి కాకుండా వడవలకుండు శిక్షకున్న వాళ్ళుకావలసివచ్చి.
12. యానిబంధనలను అధికమింపియవల వడవలకుండు యాదీగవనుడ హరించినది.

మొదటితప్పకం—2 హాసములకంటే సరికం కాకుండా 2 సెయ్య నిలుపు చెయ్యబడును.

రెండోతప్పకం—4 హాసములకంటే సరికం కాకుండా 4 సెయ్య నిలుపు చెయ్యబడును.

మూడోతప్పకం—6 హాసములకంటే సరికం కాకుండా 6 సెయ్య నిలుపు చెయ్యబడును.

See remarks to be found at back

Sub. 119/1000 1892
Ruled and Reg. 1892
for Regulation the higher on the Canal in the good every and the water is better and a perfect Union
P.W. 1040/2
P.W. 1040/2
P.W. 1040/2

Licensing Boats, Rafts &c

Rule I. From and after the first day of
no boats will be allowed to make use of
any of the Canals in the Godavery or Krishna Districts
the owner of which has not taken out a license as
hereafter provided, except in the Cases referred to in
Rule VIII and IX.

II. Every owner or owners of a boat desirous of taking out a License to make use of the Canal on the Conditions therein provided for and contained shall apply in person or by writing to the officer appointed by Government as Registrars of Boats giving the name or names if there be more than one of the owner or owners with place of residence and place where and time when the boat or vessel was built.

III The Capacity of any vessel or boat for the Conveyance of Cargo will then be ascertained according to the rate below mentioned and the owner or owners will be required to pay before receiving a license. Such rate per ton per annum as may be fixed by Government provided that such rate shall not exceed one Rupee per ton per annum.

N. B. Fractions will be rejected when the fraction exceeds half a ton the rate for a full ton will be charged and when it is below half a ton no charge will

[illegible]

Ches Bada.

B047
 DPW
 INCIDENTS

Therese

187

will be made. [For the sake of uniformity as well as for convenience of Calculation] fifty/50/ Cubic feet of ^{space} room in the hold will be reckoned as equivalent to one ton that being the space occupied by twenty/20/ hundred weight of piece the staple produce of the Districts.

Boats will be measured by the following Rule
Length at half the depth between stern and fore-ports
Breadth an average of four widths taken at equal distances between the same points at the same depth.
Depth of boat in the Centre.

15 per Cent to be deducted for the crew.

On payment of the sum fixed as above provided a License will be delivered to the owner or owners which License will remain in force up to the end of the Calendar Year in which issued, and will entitle the boat to the free use of all the Canals in the Godavary or Krishna Districts without any other payment, whatever provided that if a boat after the issue of the License be enlarged, it shall not presume to ply till it has been re-measured and a new License obtained.

N. B. Licenses for periods of time less than one year will not be issued.

Each License will be numbered and the number of the License granted for each vessel or boat must be painted in white figures not less than

4 inches in length on a black ground on both sides of the bows in English and Telugu Characters and the tonnage of the boat shall be similarly marked in a conspicuous place on her Stern.

The above marks to be put on at the expense of the owner, who is held responsible that they are not defaced or obliterated.

VI. Boats plying on the Canals for the conveyance of passengers will be required to take out Licenses in the manner and under the same conditions as above described. The rate charged for Licenses will be calculated according to two classes as below.

1st Class boats to pay 6 annas per Square foot of deck room per annum. The fares to be charged and the passengers to be carried are left option with the owner or owners of this class of boats. VII

2nd Class boats for the conveyance of all passengers, irrespective of Creed Caste or Color to pay 3 annas per Square foot of deck room per annum. The maximum rate of fare to be 1½ pie per mile in the general Cabin. This to be prominently painted on both sides of the boat in legible characters. This rate of fare does not apply to fore and aft Cabins for which the maximum rate is to be 3 pie per mile for every 5 square feet of Cabin. Any passenger paying the full hire as above to be entitled to the whole Cabin but cannot claim a single seat for a single fare. The number of passengers each

each boat will be licensed to carry will be entered in the license and the owner or owners or person in charge of any boats carrying a greater number than entered in the license will be liable on conviction to punishment under Section 282 of the Indian Penal Code.

The passenger boats will be measured by the following Rule:

Length of upper deck over all
Breadth mean of four measurements taken at equal distances.

Passenger boats will be allowed to carry one passenger for every five [5] Square feet of deck when passengers and goods are carried together in the same boat five [5] maunds of twenty five [25] pounds each shall be considered equivalent to one passenger.

Sec 4.0 of the 15th December 1866 No. 3951

VII Vessels. All boats the property of private parties making use of the Canals but not for hire will also be required to take out a license at the rate of one [1] anna per square foot of deck room per annum. It will not be necessary for such boats to have the number of their licenses painted on them, but the license must be shown whenever required to the Registrar of Boats or any Officer authorized by Government to call for the same.

VIII Steamers and boats bona fide the property of Government will alone be exempted from the operation of these Rules.

IX No party who has taken out a license

shall have a claim to compensation in consequence of the closing of any of the Canals for repairs or other impediments to navigation.

X A toll at the undermentioned rate will be levied on each raft of timber or bamboo passing through the head Locks at Donlaishwaram, Botter-lunkah, Vizaswaram, Bezwarah and Sitanagrum. No further payment will be demanded at any of the other Locks.

Per raft of the	Rs - a - P	For Seal Country wood or bamboo
Size to fill the	1 . .	
Lock Chamber		

XI The above toll to be paid at the head Locks only in advance.

W. T. Rich. Secy. Coll. P. C.

Actg. Superdty. Engineers &c.
President of the Committee.

Revised Byelaws 1582
for
Canal Boats & Rafts

1. No ^{vessels} boats or rafts allowed to moor on towing path side, except when in the act of loading or unloading.
2. No ^{vessels} boats or rafts allowed to moor in the lock channel, as defined in each case by the Range Officer, either above or below the lock.
3. ^{vessels} Boats when moored to have masts down, to be made fast to bank in single row head and stern and to be left in charge of a man.
4. When ^{vessels} boats meet, the boat going with the current to give way; the ^{light} boat going against the current to hold its course.
5. In going the same way slow going ^{vessels} boats, such as Bhoonies to give way to fast going (such as transit and passenger) ^{vessels} boats.
6. No raft allowed in the channel larger than will fill a lock; and every raft ^{or skiff} of this size to have at least one man to manage it.
7. No persons allowed to touch the lock ^{except those actually engaged} valves, shutters, or their machinery except the lock servants.
8. Every ^{vessel} boat to have its license paper always on board, and to produce the same to any Government

158
Officer having authority to act for it, in failing to do so, the owner will be obliged to take out a fresh License for the full fee.

9 When required by a Range Officer any passenger boat must stop at any place to have its passengers counted, and the goods on board measured; if overloaded goods or passengers in excess of the proper quantity or number must be put out of the boat, the owner incurring penalty besides.

10 Infraction of rules will subject the owner to the following penalty:

First Offence — Suspension of license for not

more than two months

Second do — do — do — four — do —

Third do — do — do — six — do —

11 All passenger boats to carry at least two (2) lights, one for the passengers below and one at the head to be distinctly visible at least 24 feet above the water line.

12 All boats to be liable to inspection by Government Officers and Licenses will be withdrawn from boats which are not maintained in a proper state of repair & cleanliness.

See G.O. of the 21st September 1870 No. 2273.

W. T. Hickman Privy Coun. P. C.

Atlg. Supply Engineer T. B. C.
President of the Committee

Passenger Boat License

No.

Name of owners & Residence

Number of Passengers to be carried

Amount of Fee Rs.

N.B. Any person, carrying more passengers than entered in this License, will be liable on conviction to punishment under Section 282 of the Indian Penal Code.

The fares to be charged & the class of passengers to be carried ^{are} left optional with the holder of this License.

N.B. This License must be renewed on the 1st day of January 1878

W. T. Hickman

Esq. P. C.

President of the Committee

Passenger Boat License

No.
Name of owners & residence
Number of Passengers to be carried } General Cabin
Fore - do
Aft - do

Amount of fee Rs.
N.B. Any person carrying more passengers than entered in this license will be liable on conviction to punishment under Section 282 of the Indian Penal Code.
The holder of this license will be required to carry all persons requiring a passage without reference to caste, creed or colour in the general cabin at a maximum rate of 1 1/2 pie per mile.
2. For Fore & aft. cabins a maximum rate of 3 pie per mile per 5. For aft of cabin any passenger paying the full hire as above to be entitled to the whole but cannot obtain a single berth for a single fare in a cabin.

N.B. This license must be renewed on the 1st day of January 1883.
W. H. H. M.
President of the Committee

Bye-laws with the translated and appended account approved by Govt.
H.

21/5/13
P. M. S. S. S. S.

1583

BOAT
DPW
LICENSE

GODAVERY.

Private
PADDLE OR PLEASURE BOAT LICENSE.

Owner's Name and Rank

Residence

Amount of Fee Rs.

per annum

18 }

N. B. This license must be renewed on the _____ of _____ 187

Registrar.

Bye laws with the translated and
appended also as a promise
of by the Govt.

Att.

Q. No. 215/42
29-10-72.
Enclosed in a letter
No. 2961 dated 19th
January 1872
from the Dept.
Engineering & Mining
to the Secretary
to Government
No. 11. S. Madras

గూడవారి క్రిష్ణ జిల్లాలయొక్క కాలవలలోపరిగే పడవలను గురించిన నిబంధనలు.

గూడవారి క్రిష్ణ జిల్లాలయొక్క కాలవలలోపరిగే పడవలకు గాను యాదిగువనదశ రించబడ్డ నిబంధనలను అమలుజరిగించుకొనుటకు గవర్నమెంటువారు పుత్ర ర్యుజేషన్లు.

౧. ఏగుమతీ దిగుమతీలు వేసుకునేటప్పుడుకప్పు పడవలుగాని తెప్పలుగాని తా దులారేవయ్యపున లంగరువెయ్యబడకూడదు.

౨. రేంజి ఆఫీసరుగారివల్ల ప్రత్యేకంగాను నిర్ణయించబడ్డ ప్రకారం లాకుతా లవలలో యెగుపునగాని దిగుపునగాని పడవలు లేక తెప్పలు లంగరువెయ్య బడకూడదు.

౩. పడవలు లంగరువెయ్యబడ్డప్పుడు వాటికొయ్యలుదింపి వాటియొక్క అరిం అమరం వయపులు ఘట్టుకు పుక్కోక్క వరసను కట్టివేసి పడవకు పుక్కోక్క మని ప్రివీతాన కావలగా పుచ్చవలసినది.

౪. పడవలు కలుగుకున్నప్పుడు, అనగా ౧-౨ బోట్లు ప్రవాహముతో కూడా వెళ్ళదగిన ౧-౨ బోట్లు ప్రవాహముకు యెదురుగా వెళ్ళదగిన కలుగుకున్నప్పుడు ప్రవా హముతో వెళ్ళే పడవ ముగ్గుం యివ్వవలసినది. ప్రవాహముకు యెదురుగా వెళ్ళే పడవ తి స్టగానే వెళ్ళవలసినది.

౫. ఒకతట్టునుండి వెళ్ళే పడవలనగా ప్రవాహముతో కూడా వెళ్ళే ౧-౨ పడవ లు ప్రవాహముకు యెదురుగుండా వెళ్ళే ౧-౨ పడవలు, వెళ్ళేటప్పుడు నింమకముగా వెళ్ళే అనగా దో నలుత్రవరగా వెళ్ళే అనగా రహదారి పడవలకు ముగ్గుం యివ్వవలసినది.

౬. వకలాకులో పట్టేటంతకంటే పెద్దదిగావుండకప్పు, కాలవలో నడవకూడదు యివరిమాణముగల ప్రతితెప్పనూ నడిపించడముకు దానిమీదపుడమం వకమనిషి అ యినా వుండవలెను.

౭. ప్లామతాలాకు నల్లికన్నతప్పు మరీమేమనిషి ముగ్గుం యివ్వవలసినది. పిల్లతలపుల నున్న తలుపులరెక్కలనున్న లేక ఆండుల యంత్రములనున్న ముట్టుకోవడము.

౮. ప్రతిపడవతాలాకు లయినెప్పుకాగిడం యెల్లప్పుడూ పడవలోనేవుంచబడి, దాన్ని అడగడముకు అధికారముకలిగిన గవర్నమెంటు ఆఫీసరు అంగీకరము కనవరచ వలసినది.

౯. లయినెప్పు కనవరచబడని వక్షముకు పడవ ఆవులకుండే ఆటంకపరచబడును మరీమీ అందులభావండు కొత్తలయినెప్పు పుచ్చుకోవలసివుంటుంది అందుకుగాను పూ రాఫీజా పుచ్చుకోవడును.

౧౦. రహదారి పడవలు ౫ చతురపు అడుగులతట్టుకు వకమనిషిని యెక్కించు కోవచ్చును. వకపడవలోనే రహదారిజనమున్న సరుకులనున్న కూడాతిసుకునిపో బడ్డ ప్పకు మణుగు ౧౩ ౨౫ పానులుగల ౫ మణుగులు, వకరహదారి మనిషికి సమముగా యెంచబడుతది.

౧౧. రహదారి పడవలోవుండే జనమును తెల్ల పెట్టేనిమితమున్న సరుకులనుకా గికోనిమితమున్న ఆపవలసినదని వకరేంజి ఆఫీసరుగారివల్ల కోరబడ్డప్పుడు ఆట్రా ఆవల లసినది. క్రమమయిన పరిమాణముకంటేగాని సమఖ్యకంటేగాని యెక్కువగాబలుపుయె క్కించుకునే సరుకులనుగాని రహదారి జనమునుగాని పడవలోనుండి దింపివెయ్యడమే కాకుండా పడవభావండు శిక్షకున్న పాత్రుడు కావలసినది.

౧౨. యానీబంధనలను అతిక్రమించినయడల పడవభావండు యాదిగువనదశ రించినశిక్షకు లోబడుతున్నాడు.

మొదటితప్పితం—౨ మాసములకంటే నధికంకాకుండా లయినెప్పు నిలుపుచెయ్య బడును.

రెండోతప్పితం—౪ మాసములకంటే నధికంకాకుండా ౨౫/౨౫.

మూడోతప్పితం—౬ మాసములకంటే నధికంకాకుండా ౨౫/౨౫.

The amount of fine given in the form of a book

P.H. 2/15/13
M. A. Hand 1/13/13

Printed by
First Class.
Passenger Vessel License.

No.
Name of owners and Residence.
No. of Passengers to be carried.
Amount of Fee Rs

N. B. Any person carrying a greater number of passengers than that entered in this License will be liable on conviction to punishment under Section 282 of the Indian Penal Code.

The fees to be charged and the class of passengers to be carried are optional with the holder of this License.

N. B. This License must be re-
newed on the 1st day of
January 187

Passenger Vessel License.

No.

Name of owner and residence

Number of Passengers to be carried	}	General Cabin	
		First	00
Amount of Sec Pass		Left	00

Amount of fee Rs

N. B. Any person, ^{in charge of a vessel,} carrying a larger number of passengers than that entered in this License will be liable on conviction to punishment under Section 282 of the Indian Penal Code.

The holder of this License will be required to carry all persons requiring a passage without reference to caste in the general Cabin at a maximum rate of $1\frac{1}{2}$ pice per mile.

Quot. in the Fore and Aft cabins at
a maximum rate of 5 piers per mile
per 5 sq. ft. of Cabin area passenger

paying the full hire as above
being entitled to the whole cabin.

N. B. This License must be renewed on the 1st day of January 187

By Act 1 of 1840 -

The word "vessel" shall include any ship, barge, boat, raft, timber, bamboo, or floating materials propelled in any manner.

Revised Rules
for
Licensing Vessels.

Rule I. From and after
the first day of
no vessel will be
allowed to make use
of any Canal in the
Godavery or Krishna
Districts the owner
of which has ^{not} taken
out a license as here-
-in after provided,
except in the cases
referred to in Rules
VIII and IX.

Every

II. Every owner or owners of a vessel desirous of taking out a license shall apply in person or by writing to the officers appointed by Government as Registrars of Boats giving the name or names, if there be more than one, of the owner or owners with place of residence and place where and time when the vessel was built.

III. The capacity of any vessel — for the
Conveyance

conveyance of Cargo will then be ascertained according to the rule below mentioned and the owner or owners will be required to pay before receiving a License such rate as may be fixed by Government provided that it do not exceed one Rupee per ton per annum.

N. B. Fractions will be rejected, when the fraction exceeds half a ton the rate for a full ton will be charged, and when it is below half a ton, no charge will be made. Fifty 500 cubic feet of space in the hold will be reckoned as equivalent

to one ton.

Vessels will be measured
by the following Rule.

Length at half the depth,
between stern and fore-ports.

Breadth an average of
widths taken at equal
distances between the ports
at the same depth.

Depth of vessel in the centre

of the capacity thus arrived at
15 per cent to be deducted
for the crew.

IV. On payment of the
sum fixed, as above provi-
ded, a license will be
delivered to the owner
or individual authorized
by him to
receive it, which will
remain in force up to the

end of the Calendar year
in which issued, and
will entitle the vessel to
the free use of all the
canals in the Godavery
or Krishna Districts
without any other pay-
ment whatever provided
that if a vessel after the
issue of the license be
enlarged, it shall not
again ply till it has
been re-measured and a
new license is been
obtained.

N.B. Licenses for periods
of time less than one year
will only be issued to
new vessels or those altered
while the registers for which
half yearly licenses will
be granted. The

V. The number of the License granted for a vessel must be painted in conspicuous figures not less than 4 inches in length on both bows in English and Telugu characters and the tonnage of the vessel shall be similarly marked in a conspicuous place on the stern.

The above marks to be put on at the expense of the owner, who will be held responsible that they are not defaced or obliterated.

VI. Vessels plying on the Canals for the conveyance of passengers will be required to take out Licences in the manner and under

27 6
under the same conditions as above described. There will be two rates of charge for licenses calculated as below.

1st class vessels to pay 6 annas per square foot of deck room per annum. The fares to be charged and the caste of the passengers to be carried being left optional with the owner or owners of the boat.

2nd class vessels for the conveyance of all passengers irrespective of caste to pay 3 annas per square foot of deck room per annum. The maximum rate of fare to be 1 1/2 pice per mile per passenger (including one cooly load of luggage)

in the general cabin. This
to be prominently painted
on both sides of the boat
in legible characters. This
rate of fare does not apply
to fore and aft Cabins
for which the maximum
rate is to be 3 pice per mile
for every 5 square feet of
Cabin. Any passenger
paying the full fare being
entitled to the whole Cabin.

The number of passengers
each vessel may be licensed
to carry will be entered
in the license and painted
conspicuously on the stern
of the boat and the owner
or owners or person in
charge of a vessel carrying
a greater number than
that entered in the license

will be liable or answerable
how to punishment under
Section 282 of the Indian
Penal Code.

The deck room of
passenger vessels will be
measured by the following
Rule.

Length of upper deck over
all.
Breadth. mean of four
measurements taken
at equal distances.

Passenger vessels will
be allowed to carry one
passenger for every five
15/ square feet of deck
room when passengers
and goods are carried
together in the same vessel
five 15/ maunds of twenty

fine of 20 pounds each
will be considered equi-
valent to one passenger.

VII. Vessels, the private
property of individuals
making use of but not
plying for hire on the
Canals will be licensed
at the rate of one $\frac{1}{10}$ anna
per square foot of deck
room, per annum. It
will not be necessary
for such vessels to have
the number of their licences
painted on them, but
the licence must be
shown whenever required
to the Registrar of Boats
or any Officer authorized
by Government to call
for the same.

VIII. Vessels being the
property of Government
will alone be exempted
from the operation of
these Rules.

IX. No party who has
taken out a licence shall
have a claim to compen-
-sation in consequence
of the closing of any of the
canals for repairs or other
impediments to navigation.

X. A toll at the under-
-mentioned rate will be
levied on each raft of
timber or bamboo passing
through either of the head
Locks at Dowlaishwaram,
Bobbarlunkah, Vizao-
weram, Berwarah or
Sitanaagum. The toll

will be paid in advance
and no further payment
will be demanded at
any other Lock.

Per raft of the size to fill the Lock Chamber	Rs. As. P 1 - " - "	For Seal Country wood or bamboo.
---	------------------------	--

N. B. By Act 1 of 1870.

The word "vessel" shall
include any ship, barge,
boat, raft, timber, bam-
boo, or floating materials
propelled in any manner.

Revised Bye-laws
for
Canal Vessels.

1. No vessel allowed
to moor on towing path
side, except when in the
act of loading or unloading.

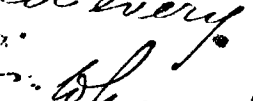
2. No vessel allowed
to moor in the lock
channel as defined in
each case by the Range
officer, either above or
below the lock.

3. Vessels when moored
to have masts down, to be
made fast to bank in
a single row head and

stern and to be left in charge of a man.

4. When vessels meet, that going with the current to give way; that going against the current to hold its course.

5. In going the same way, slow going vessels, such as Dhories to give way to fast going (such as transit and passenger) vessels.

6. No raft allowed in the channel larger than will fill a lock; and every raft  to have at least one man to manage it.

7. No person except those ^{allowed} authorized to interfere with the locks or their machinery.

8. Every vessel to have its license paper always

the license

on board, and to produce the same to any Government officer having authority to ask for it.

^{failing} which, the owner will be obliged to take out a fresh license for the full fee.

9. When required by a Range Officer or District Engineer any passenger vessel must stop at any place to have its passengers counted, and the goods on board measured.

10. Infringement of rules will subject the owner to the following penalty.

First offence - Suspension of license for not more than two months.

Second do do do four do

Third do do do six do

Cocanada 27
23rd December
1872

No 300

From

H. E. Foster Esq
M. J. Collector

at

J. Grose Esq
Secretary to the Board
of Revenue, Madras

via,

I have the honor to forward

1. Superintending
Engineer's letter
No. 29617 No.
number 72 to
Government

2. Revised rules for
licensing boats,
2a & 2b

3. Revised bye laws
for Canal boats

4. Four licenses
Forms 2

the papers entered in the margin, con-
taining revised rules for the issue of
Boat Licenses, and Bye-laws under
Section 22 Act I of 1870.

2 The rules for the issue of licenses
provide that no boats shall make use of
the Canals that has not taken a license
that there shall be three descriptions of
boats, 1st and 2nd class Passenger Boats, and
Cargo boats, license private and Govern-
ment vessels. These rules, as they stand,
would allow the Lock servants to refuse
to open the locks at the lower end of
the Canals to boats that have no license

11. All passenger vessels
to carry at least two (2)
lights, one for the passengers
below and one at the
head to be distinctly
visible at least 5 feet
above the water line.

12. All vessels plying
for hire to be liable to
inspection by Govern-
ment officers who are
hereby empowered to with-
draw the licenses of such
as are not maintained
in a proper state of
repair and cleanliness.

See S. O. of the 21st
September 1870, No.
2273

Yours
S. J. J. J.

A great many of the boats are built at Barsapin, and unless there was a surveyor to measure the boats there, it would be impossible for them to get a license, as they must be measured before the license is given, and they could not go to Dowlaowarain without one. I do not suppose it would be worth while having more than one place where boats should be measured: so to provide against this difficulty, I think it will be better to allow boats to go through the locks on payment of say one Rupee, which could be returned to the owner on his taking out a license: the man at the locks who takes this toll, being required to give a receipt, which should be given up when application is made for the refund of the toll.

3 I have no other remarks to make about the License rules.

In Bye-Laws nos 1 and 2, change the words "Boats or rafts" to "Vessel," which, as defined by the Act, includes them, and in Bye-Laws nos 3, 4, 5, 8 change "Boat" into "vessel." In Bye-Law no 7 change the "Lock servants" into such persons who are authorized to do so "otherwise no one could be employed to repair the things, unless he was on the establishment as a Lock servant. In Bye-Law no 9 every Range Officer is empowered to require any boat to stop. I am afraid this might be productive of much evil. How are the people in charge of the boat to know, whether the person calling on them to stop is a Range Officer? And what is to prevent a Range officer stopping boats needlessly and vexatiously? I think it will be sufficient if only the supervisor himself is allowed to stop a boat, his subordinates only having the power of counting the passengers or measuring

measuring the cargo when the boat is passing through the locks or stopping to take in or set down, cargo or passengers they might be empowered to require a boat to continue stopping, when it has once stopped.

4 Rule 12 should only apply to passengers and cargo boats not to private boats

5 I think the supervisor should be the District Engineer: if he is a Range Officer, he would be empowered to a perhaps contrary to the orders of his superior in another Department. There will be no difficulty in a Range Officer reporting any matter to, and getting instructions from, the District Engineer.

6 I beg to forward herewith the draft notification embodying the rules as required by the Board in their Proceedings of the 23rd July last 1893.

Having proposed that the District Engineer

Engineer should be the supervisor of all the Canals; I think it unnecessary that the list of Channels or portions of Channels under each Range Officer or Sub Division Officer called for by the Board should be sent to me. I have however requested the District Engineer to furnish me with the information, and I will forward it on to the Board when it is received, in case it should be decided that a Range Officer or Sub Division Officer should be the supervisor.

7 The letter sent by the District Engineer is addressed to the Secretary General and I therefore request that it may be sent to Government.

I have signed
W. S. Foster
Collector
(True Copy)
W. S. Foster

Godavery District
Collector's Office
Cacanada
6th January 1873

No 1
From

W. L. Foster Esq.
Collector

To Colonel G. W. Walker, R. E.
Secretary to Government
Department Public Works
Madras

Sir,
Referring to the Government
Endorsement on the Krishna District
Collector's letter of the 27th November
last No 6040, I have the honor to
enclose copy of my letter to the Board
of Revenue, submitting my views on
the Draft Bye-Laws and Rules.

2 The papers bearing on the subject
are herewith returned.

3 I think that the Krishna Collector's
suggestion in Paragraph 3 of his letter
might be adopted with advantage.
I have the honor to be,
Sir,

Yours most obedient servant
W. L. Foster
Collector

W. L. Foster Esq.
Collector

1873 Dec 17.
In relation to the
Collector's Godavery
District Secretary to Govt.
W. L. Foster
Dec 18/72
No 1

Copy of the Regulations
relative to the Revenue
D. H. 215/73
W. L. Foster Esq.
1873 Dec 17.

note.

I beg to submit 90.
No. 3441 - 29. Oct. 1886.
for the consideration of the
Hon. Mr. Illino.
Practically the power to
suspend or cancel
licenses vested in the
D.P.L. officer has been
well.

I submit for approval
the following note to
be added to the
D.P.L. Laws & Rules &
printed on the back
of every license instead
of Rule 10 as proposed
which I may add would
better appear at the
end of Rule 16. ^{By Laws.}

The District Surveys
or such other Range Officers
as he may authorize shall
have power to suspend
the license of any

I had not seen Mr.
Mayne's opinion. I
sent a paper to the proposal
in this note defining the
Officers authorized to
suspend licenses. I
think the Rules ^{By Laws.} may
be sanctioned

ML

D.P.L. 1893. No. 215-
Transfer Collection

February 1893
The Secretary of the

Report
for the District

March 13. - 1893

March 1
Circular 29

Transmitting Copy
of this letter to the Board
submitting his views
on the Draft Rules &
By Laws.

1893

12 22 1841

on account of the
infringements of any
of the above rules or
bye laws by its crew,
for periods not exceeding
those noted below.

In first offence	Months
" Second	2
" Third	4
" Fourth	6

I think that it would
be found so inconvenient
to prosecute cases before
a magistrate relating
the absence of members
of the boat and their
placemen for their
duty that officers would
sooner permit irregularities
and I am able to
say after three years
change of the regulations
cannot that suspension
of licence which only
inflicts a fine of
some 15 Rs a week at

Yes.

least, and in the case
of navigation both as
much as two Ropes a
Day or more. is
very severe pecuniary and
on that account but still
deserted to, and is quite
effective in maintaining
discipline.
If it is thought fit that
only may perhaps be made
cognizable by a magistrate
but I think it would be
better to order the local
officer to report it to the
head of the line station
on the bringing of the
rules as amended, with
a view to their enforcement
being given effect to. if
borne out by past experience.
I have answered the several
questions put, marginally
as being more convenient.

O.L.J.

11/1/90

Do li

I beg to submit the following remarks explanatory of the circumstances under which revised Canal bye-laws and rules for licensing vessels are now brought forward for the sanction of Government. In G.O. No. 1150 dated 4th May 1872 the Government resolved to forward a petition that had been received from the District to the Godavery officers for report, and as it was known that no concerted action had ever been taken to assimilate the systems of

of licensing in the two Districts, and that in

other respects the rules needed revision; the

order in question was communicated to the

Superintending Engineer of both the 1st and 2nd

Divisions, with a memo-
-randum by the Chief

Engineer directing these

Officers to take an early opportunity of convening

a Committee consisting of certain specified officers

of the two Districts to take into consideration the

existing arrangements.
The Committee was accordingly convened.

Minutes for all the

branches of Rules & By-Laws.

1. The order & discipline

of the Canal to be with

the D.P. W. Officer as per

order. This should be

laid down clearly &

briefly. As per

This is by far the best

arrangement. But the

Order should be sent

to the Magistrate & Police

with a view to their

apportioning the D.P. W.

Mr. Committee I observe

consider that their cases

should go to a Magt.

but we should be sure

that non-observance will

be punishable under the

Penal Code. & it might be

well if it is determined

and the result of their deliberations was forwarded to the collectors

of the two Districts for any suggestions they might wish to offer.

The collector of the Godavery returned re-

-garding the License Rules that there is no provision

for enabling newly built boats to pass up the

Canals for registry. No difficulty however

practically resulted from this omission

as the boat owner simply applies to the

Range Officer for a special permission

which passes the boat up through each lock.

to make the Officer punishable criminally to answer the Adv. Genl.

Mr

The present rules provide for the owner writing to the Registrar or applying in person when the required permission in suitable form would be given. I have modified the Bye-laws as suggested by Mr. Foster substituting the term "Vessel" for other designation. Bye-law No. 7 has also been modified as suggested by him.

With reference to Bye-law No. 9. It is an object to empower that officer to control the navigation who is most often on the canal, he

he not only has most opportunity for correcting abuses, but is best known to the boat owners and travelling public.

It is of course impossible to prevent an officer abusing his power, but the practice can easily be detected and dealt with.

It would be quite useless to vest the powers in the District Engineer only. Overloading is of frequent occurrence and could be practiced with impunity were not the officer empowered to act constantly upon

and down the Canal
without notice being given.

The "counting out" of a
navigation boat, as may
readily be imagined, is
such a tedious and
repulsive duty that
self-interest may be
trusted to prevent
the abuses foreseen by
the Collector.

The suggestion in
paragraph is that
"private boats" should
not be liable to in-
spection has been
followed.

The Collector of the
District suggests that
licenses for periods less
than one year should
be granted for new

boats or those already
on the register but
whose tonnage has been
altered. this has been
provided for.

I have also modified
the rules in accordance
with the suggestion
in Para 3.

With the above ex-
-ceptions and a revi-
-sion of the modes of
expression here and
there, the rules are now
submitted as recom-
-mended by the
Committee -
J. J.

Public Works Department

N^o 491

Proceedings of the Madras Government
Read the following

from The Collector of Kistna Dist^y / H. E. N^o 2809 of 27th Novr / 72 /
from The Collector of Godavari Dist^y / — — — 1 of 6th January / 73 /

See inside

His Excellency
the Governor in Council
resolves to issue for adoption
on the Godavary and
Kistna Canals, the
annexed Rules and
Bye Laws as amended,
in accordance with the
recommendations of the
District Officers, who will
report at the end of the
year

Govt. of Madras
PUBLIC WORKS.

To

Dated

Recd.

Encl.

G. O. 4th Decr. No. 691-

No. 74 to 75-8

Amended Rules and
Bye Laws for adoption
on the Godavari and
Kistna Canals.