

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	722	(9)	Press Mis.
Dated	2-3-		1877.

Not to be folded or roughly handled

Read the following papers :—

No. 52. From Major J. O. HASTED, R.E., Superintending Engineer, Kistna,
to the Chief Engineer for Irrigation, dated Masulipatam, 29th August 1876,
No. 63.

REFERRING to G.O., No. 1,485, dated 28th May 1875, I have the honor to forward
herewith a statement showing the revenue
1 statement of revenue obtained in license.
1 statement of mileage of navigable canals.
1 statement of offences against bye-laws.
obtained from boat licenses during the
past year compared with that obtained
in 1874.

2. I have added to the statement columns to show the revenue that would have
been obtained had the old rules remained in force.

3. The total collection for this district, including fees collected in the Godavery
for the Kistna, is Rupees 7,778-2-11, against Rupees 8,104-9-0 in 1874, and by the
old rules the collection would have been Rupees 9,368. The difference between the
sums realized under the new rules and that that would have been realized under the
old rules, is due to the reduction of fees on passenger boats, as all the boats now take
out a second-class license; the decrease in amount realized this year against last year is
probably due to the introduction of the system of separate licenses for each district,
which has been, as was to be expected at first, a check on the navigation. As an
instance, the town of Ellore is about $1\frac{1}{2}$ miles on the Kistna side of the Ellore lock,
and the passenger boats which ply between Dowlaishweram and Ellore are Godavery
boats; these boats now land their passengers at the lock, and thereby escape paying
the Kistna license fees. I have lately had a petition from the inhabitants of Ellore
representing the trouble entailed on them by the boats stopping at such a distance
from the town, and mentioning that during the past hot weather two travellers have
died in consequence of having to travel the distance between the lock and the town
in the middle of the day. I have declined to interfere in the matter, telling them
that public opinion should force boat-owners to study the public convenience; but at
present, public opinion has little effect on the owners of public conveyances in this
part of the world.

4. I annex a statement showing the mileage of canals open for navigation,
dividing the canals into two classes. The navigation on the second-class canals at
present is so trifling that it need not be noticed, and therefore the distance open
for navigation is 180 miles. The only lines, however, that are important for navigation
are the Ellore canal and the Masulipatam canal, by which the produce of the dry part
of the district and part of the Nizam's territory is conveyed to the Coast, and the
larger part of the produce, as might be expected, goes to the best part. Masulipatam
is a decaying sea port, which needs very heavy expenditure to make it a convenient
resort for shipping; it has, however, done a good deal of business this year, in conse-
quence, I believe, of the Godavery canals having been closed, when the produce was
brought by the shortest road to the sea. The Nizampatam canal is but little used
for navigation, except by boats conveying salt inland, and in the salt trade there has
been a remarkable falling off in the past year, for which I believe no satisfactory
reason has been given, though I have been informed that of late salt has been
imported into Hyderabad by rail from Bombay and therefore the demand for salt from
this coast is falling off. The produce of the delta is not carried by this canal to any

extent, because, as it seems to me, the natural direction for the produce to take is towards Guntoor at right angles to the course of the canal. The Commamore canal is navigable with difficulty and ends nowhere, so that there is little traffic on it at present. I expect, however, it will be the most useful line in the district.

5. The charges against navigation during the past year have been under Repairs Rupees 5,007, and under Establishment Rupees 8,496; total Rupees 13,503. The ton mileage of goods carried during the year amounts to 2,188,607 tons, and the number of passengers carried one mile was Eastern Delta 5,346, and Western Delta 15 (there are no passenger boats in the Western Delta).

6. After what has been said above of the state of the canals, I do not think that a fair comparison can be made between the receipts and the duty performed by the canals, and I do not think it would be wise to increase the fees until the canals are connected with the East Coast canal. The establishment is by order of Government to be reduced, and I have little doubt that then the collections will soon pay the outlay incurred under navigation.

7. A considerable sum of money has been expended at the head of the Eastern Delta canals for the convenience of navigation, and the wharf there constructed is a great convenience to merchants whose produce generally covers the whole of the available space. It has been proposed to me by a merchant that this space should be let out, and this may be done, either by renting out space by the month, or by charging a wharfage fee per ton or bag.

8. A statement showing the offences against bye-laws punished during the year is attached; there has been generally no difficulty with the boats, the owners being willing to conform to all the rules. I think that some additions might be made to the bye-laws, and would suggest the following:—

- 6½. No raft to be allowed to remain stationary in the canal for more than two days in one place, and to be moored in such a way as not to interfere with traffic.
- 7½. No cargo to be loaded or unloaded, or passengers shipped or landed in any lock or on any masonry work.
- 11½. No boats to be repaired in the canals at any time without the permission of the Divisional Officer or District Engineer, and then only in such places as may be directed.

Statement showing the Revenue obtained in License of Boats in 1874 and 1875.

Particulars.	1874.					1875.					AMOUNTS THAT WOULD HAVE BEEN REALIZED IN 1875 UNDER OLD RULES.				
	Class.	Total Number.	Ton-nage.	Number of Passengers.	Amount of License.	Class.	Total Number.	Ton-nage.	Number of Passengers.	Amount of License.	Total Number.	Ton-nage.	Number of Passengers.	Amount of License.	RS. A. P.
Cargo boats	Full year ...	232	4,558	...	4,558 0 0	...	224	3,746	...	3,746 0 0	224	3,476	...	3,746 0 0	...
	Half-year ...	40	867	...	433 8 0	...	24	434	...	217 0 0	24	434	...	217 0 0	...
Passengers' boats.	Full year ...	35	...	2,739	2,571 3 0	2nd-class.	37	...	2,908	2,727 2 0	37	...	2,908	3,635 0 0	...
	Half-year ...	5	...	365	171 7 6	...	1	...	74	34 8 0	1	...	74	46 4 0	...
Pleasure boats	...	1	...	...	6 6 6	...	...	...	...	...	...	...	...	...	...
Sea-going boats	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rafts	Teak ...	88	...	...	88 3 0	...	178	75	...	178 12 0	178	75	...	446 14 0	...
	Country ...	32	...	...	32 3 0	...	64	50	...	64 8 0	64	50	...	96 12 0	...
Bamboos	...	169	10	...	169 10 0	...	443	81	...	443 13 0	443	81	...	221 14 6	...
License fees on boats passing locks...	...	66	...	...	69 0 0	...	...	...	...	62 0 0	...	...	...	62 0 0	...
Fees for duplicate license...	...	1	...	...	5 0 0	...	...	...	...	15 0 0	...	...	...	15 0 0	...
Total ...	...	...	...	...	8,104 9 0	...	...	...	...	7,778 2 11	...	...	...	8,776 4 5	...

(Signed) J. O. HASTED, Major, R.E.,
Superintending Engineer, Kistna District.

MASULIPATAM,
16th February 1877.

Superintending Engineer, Kistna District.

Proceedings of the Madras Government, Public Works Department,
2nd March 1877. No. 722.

Statement showing the Mileage of Navigable Canals available for traffic in Kistna Delta.

Name of Canal.	Present length of Canals in Miles.	Number of Miles completed.	Remarks.
FIRST-CLASS CANALS.			
<i>Eastern Delta.</i>			
Masulipatam canal	49	49	
Ellore canal	39	39	
<i>Western Delta.</i>			
Nizampatam canal	42	42	
Commamore canal	50	50	
		180	Easily navigable to Chebrole for 13 miles. First-class Range boat can pass without difficulty up to end of 50th mile.
SECOND-CLASS.			
<i>Eastern Delta.</i>			
Budaméru	29	29	Navigable with difficulty. Course very tortuous.
Pulleru	17	17	Between Wuyyoor and Cowtaram only.
Bantumally channel	22	22	Rough stone dams to raise the water for irrigation having been thrown across the canal, boats cannot pass without removing stones.
Polrazucodu	27	27	No lock at head. Boats can easily go down through one arch of the head-sluice, but it is difficult to pass the sluice against the stream.
<i>Western Delta.</i>			
Bank canal	21	21	21 miles navigable up to Kolloor.
Total		116	

MASULIPATAM,
29th August 1876.

(Signed) J. O. HASTED, Major, R.E.,
Superintending Engineer, Kistna.

Memorandum showing the Offences against Bye-laws during the year 1875-76 and Punishment* inflicted.

Number and description of Boats.	Years.	BYE-LAW VI.		BYE-LAW VIII.		NO SPECIFIC BYE-LAW IS KNOWN.		Remarks.
		Boat Numbers.	Number of days stopped.	Boat Numbers.	Number of days stopped.	Boat Numbers.	Number of days stopped.	
2nd-class passengers' boat.	1875	123	14	..	..	..	..	Overloading.
Do. do.	..	..	..	..	..	111	2	For refusing to take Gov. ernment things into the boat.
Do. do.	..	..	..	..	..	119	15	For repairing in the midst of the canal, earth being thrown round the boat.
Do. do.	..	..	..	..	..	124	15	
Do. do.	..	..	..	127	7	132	15	
Do. do.	..	..	..	..	..	..	..	For striking against the District Engineer's boat.
Do. do.	..	..	..	..	..	126	4	For allowing the passengers to leave the boat when in lock.

MASULIPATAM,
16th February 1877.

(Signed) J. O. HASTED, Major, R.E.,
Superintending Engineer, Kistna.

Proceedings of the Madras Government, Public Works Department,
2nd March 1877. No. 722.

2-A. From Major J. O. HASTED, R.E., Superintending Engineer, Kistna, to the Chief Engineer for Irrigation, Public Works Department, dated Masulipatam, 16th February 1877, No. 156.

HAVE the honor to forward herewith the "revised" statement showing the e obtained from boat licenses during 1875, together with "revised" statement nces, both duly prepared as directed in Clauses 1st and 2nd of paragraph 1, and graph 3 of your memorandum No. 32 K.S., dated 23rd September last.

With regard to 3rd Clause of paragraph 1 and paragraph 2, the proposed ns to the bye-laws will be considered in communication with the Superintending eer, Godavery, with reference to memorandum No. 144 G.D. of 16th Octo- /6.

MEMORANDUM.

No. 32 K.S.

IRRIGATION.

HE undersigned has the honor to return the memorandum showing offences y bye-laws received with the letter No. 63 of the 29th ultimo, from the Superin- g Engineer, Kistna, and to point out that in its present state the information it is is not readily to be understood—

- 1st,—the heading of the columns has not been completed;
- 2nd,—the term "number of boats" appears to have been used in a sense different from that intended in the similar memorandum printed in Proceedings, Madras Government, 23rd May 1875, No. 1,485; it might be better to use the expression "boat numbers;"
- 3rd,—the remark "for repairing in the midst of the canal after the earth being thrown round" is not understood.

With regard to the additions to the bye-laws suggested in paragraph 8 of the nder reply it may be noticed that the latter part of No. 6½ appears to be too te for adoption in its present form.

With regard to the falling off of receipts in 1875, it is observed that the nt showing revenue obtained will not admit of a comparison being made except on the total, and it is desirable that this statement* should be recast so as to from the amount of license, &c., for each descri tion of boats the fees levied Godavery and to include those levied in the Godavery for the Kistna. tly too the amount Rupees 9,368-2-5, professing to be the amount which would n realized had the scale of fees not been altered, is wrong, because this amount rrection for the Godavery fees levied in Kistna, and the Kistna fees levied in ivery.

September 1876.

(Signed) JOHN MULLINS, Lt.-Col., R.E.,
Chief Engineer for Irrigation.

Proceedings of the Madras Government, Public Works Department,
2nd March 1877. No. 722.

No. 52-B.

ORDER THEREON, 2nd March 1877, No. 722.

IRRIGATION, No. 7.

Account.

RECORDED, in continuation of G.O.,
No. 1,485, of the 28th May 1875. The
information relates to a period too long
past to require special notice.

(True Extract.)

Lieut.-Colonel, R.E.,
Secretary to Government.

To the Superintending Engineer, Kistna.
" Chief Engineer for Irrigation.
" Revenue Department.

Exd. E. C. Shunko.
Spare Copies

No. 156

Supr. Engineers Office, Kistna
Masculpattam
16th Feb 1877.

From

The Superintending Engineer
Kistna

To The Chief Engineer
for Irrigation of the
Masculpattam

Sir,

Enclosures 2

I have the honor to forward here-
with the "revised" statement showing the
Revenue obtained from Boat licenses during
1875, together with "revised" statement of
offenses, both duly prepared as directed
in clauses 1st and 2nd of para 1 and in
para 3 of your Memorandum No 32 N/dated
23rd September last.

2. With regard to 3rd clause of para 1 and
para 2, the proposed additions to the bye laws
will be considered in communication with
the Superintending Engineer, Godavari, with
reference to Memo No 144 G of 16th October 1876.

I have the honor to be,
Sir,
Your most obedient servant
J. A. Steel

Major D. C.
Superintending Engineer, Kistna

25th May 1875 No 1485.
4 March 1873 " 691.



P.W.D.

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No.

Enclosure 2
Navigation Route to
during 1875
towards proceed
statement of Revenue of
a scheme of offences
both only, husband
in case of same to the
institutions

from
the day business
to the Chief Engineer
for Irrigation
dated 18th February 1877
Munim

No 10136

No 722 of 2 March 77
Recorded in continuation
of S.O. No 1485 of the 25
May 1875 - The information
relates to a person too
long past to require special
notice

By. 28/2

S.E. Krishna
C.E. for J. with 2 Cops
Rev. Dept. Papers
Dated - 17-3-77

Co. 2/1/77 23/1/77

1
C. 2038

Gobt. of 1877 Madras.
PUBLIC WORKS.

To The S. & F. District

Dated

Issued

Recd.

Encl.

G. O. 2nd March 1877, No. 122

Nos. 52-53 A

Statement about the
blamed for the loss of
the vessel. The vessel
and the S. & F. District
District together with the
Statement of the officers
against the vessel.

For the S. & F. District