Archives I—10,668—6-10-78.

(1) Number of pages 32

(2) Date of repair November 1987

(3) Initials of the Referencer [illegible]

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P W DEPARTMENT

G.O. No. / B.P. No.	548 (W)	Press. / Mis.
Dated	6. 3. 1880	197

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

6th March 1880, No. 548 W^{s}.

Buildings and Roads.
Civil Works.

Read the following paper:—

No. 29. From Captain A. AWDRY, R.E., Superintendent of Works, Buckingham Canal, to the Chief Engineer, Public Works Department, dated 17th February 1880, No. 3,853.

In view to encouraging traffic I have the honor to inform you that His Grace has directed me to issue notices to the Collectors of Chingleput, Nellore, Kistna, and Godávari that boats which have gone through the toll offices full should be allowed to pass free through them on the return journey, if they return empty, to any toll office within two calendar months of passing through it full. I have the honor to attach a copy of my letter to the Collectors.

2. At Bezváda His Grace the Governor gave me the enclosed petition from owners of boats in the Kistna and Godávari Deltas for inquiry. I accordingly sent for the principal signatories to the petition and talked to them on the subject; the result of my inquiries was to ascertain from them the following particulars with regard to tolls:—

(1.) A 27 to 30 ton Radari boat-owner charges about Rs. 70 to Madras from Bezváda, or about Rs. 2-6-0 per ton, this includes all charges for license, tolls, and crews.

(2.) Similar goods can be sent by steamer from Masulipatam to Madras, the cost all told being 6 annas per bag of 164 lbs., or about Rs. 5-3-0 per ton.

We have thus indication that the merchant who ships to Madras by canal does so at about Rs. 2-13-0 per ton cheaper than by steamer, but his goods are longer in transit, and perhaps, for the present, he is not sure that there is no risk of serious delay: this however need not now extend at any point on the Buckingham Canal to more than a three or four hours' wait for a rise in tide.

(3.) The boatmen assert that their boats can make 20 trips (10 and back) between Bezváda and Madras in the year. This, I pointed out to them, represented Rs. 25 per ton in tolls for a year, and I asked them whether a composition of Rs. 15 per ton per annum would suit them; they then said it was too high, and that the whole of the Kistna canals only charged Re. 1 per ton per annum. I however pointed out that the Government had to be recouped for their outlay entirely from navigation for the Buckingham Canal, while the navigation on the Kistna was secondary to irrigation; this they saw the force of and gave up the idea of a one or two rupees through license which they had hoped for.

(4.) They finally asked to be allowed free through toll bars whether loaded or unloaded on their return journey, or to pay both ways, but to only pay 2 annas.

I told them that for boats licensed for the Kistna and Godávari and plying right through to Madras I would recommend that the charge of 4 annas per ton should be taken on the journey to Madras, but that if the boat returned within one calendar month *full or empty* to one of the

toll bars at which toll had been paid on its original journey, it should go through free; this, I consider, will facilitate briskness in traffic, and by bringing quick returns to boatmen and merchants will encourage them in using the canal. It will require activity to go from Pedda Ganjam to Madras, unload, load and return within the month; but the boatmen considered that it could be done; and I pointed out that in the event of their not being able quite to get out of the canal within the month they would only have to pay perhaps one or two tolls instead of five. To this they agreed, and said they would put their boats on the canal again. I told them that I should, if this arrangement were approved, also recommend that they should have the option of compounding for a year at Rs. 10 per ton to free their boats through the whole canal.

3. The boatmen were also urgent in asking for the Kistna canals not to be closed until the end of March, as they say it is during March that they have most goods to take. I pointed out that the clearance of the canals was necessary to enable navigation as well as irrigation to go on properly, but that I would represent the matter. Certainly, if the clearance can be done in two and a half months it will be a great gain to the boatmen and the Buckingham Canal to leave the Kistna canals open a little longer, and thus facilitate the motion of the grain trade for Madras in the direction of canal instead of by steamer. It might, in the future, be possible to make small duplicate canals for permanent navigation purposes in the Kistna and Godávari, such canals being (for economy in utilising existing masonry works) a portion of the width of the present canal slightly widened, but with a longitudinal bund down it, the widening being only sufficient to compensate for loss of discharge of water owing to the size of the dividing bank and the extra friction on its sides. The dividing bank would have cuts in it at intervals, which could be closed when one of the channels required unwatering for clearance of silt, &c.

4. Another point which they put forward was that near the village of Ellore, between the Kistna and Godávari canals, they ask to have such arrangements made that boats licensed for the Godávari may be able to come alongside those licensed for the Kistna, so as to admit of transhipment without paying tolls for both systems of canals. As far as I could gather, there is now a lock, the passage through which constitutes a claim to Kistna toll for Godávari boats, and *vice versâ*. The boatmen ask either that the Kistna tolls should be taken from Godávari boats at an aqueduct 2 or 3 miles on the Bezváda side of the lock, and the Godávari tolls taken at the lock for Kistna boats, so that the reach between the aqueduct and lock should be common to both licenses, or that there should be a basin at Ellore into which boats either holding Kistna or Godávari licenses might enter.

5. Another point has to-day been brought to my notice, and that is that it is considered—and perhaps justly—a hardship by the Pulicat fishermen to have to take out canal licenses for a section of the canal for their fishing boats which have been in use on the backwater before the canal was made. In the C. section of the canal there are 82 fishing boats of less than two tons which have to pay one rupee a year license. The amount received is small in comparison to the establishment of a cause for reasonable grievance to a considerable body of poor but hardworking people. I have therefore the honor to suggest that fishing boats of less than two tons should not have to take out licenses at all, but should be registered and given free passes to fish, on the understanding that if they take their boats out of the section in which they are registered they must pay toll like other boats.

6. I have the honor to solicit the favor of orders on the points raised.

From Captain A. AWDRY, R.E., Superintendent of Works, Buckingham Canal, to the Collector of the Chingleput District, dated 22nd January 1880, No. 3,497.

I HAVE the honor to request that you will be so good as to cause it to be known as widely as possible among the boatmen and boat-owners, that in the case of boats which take a load through the Buckingham Canal and pay tolls there will be no charge for tolls on the return journey if the boat is brought up empty to the toll station within two calendar months of its journey when full.

2. On the return journey it must, however, really be empty to be free from tolls, if it is carrying more than four people inclusive of boatmen, or if the boatmen have more than two men's load amongst them of any kind of property whatever (not actually being a fitting of the boat), the boat will be considered as laden and will have to pay tolls.

3. This will come into force from the beginning of February 1880.

Memorial of the Inhabitants and Merchants of Bezváda in the Kistna District, and that of Ellore in the Godávari District, to His Grace the Governor of Madras, dated Bezváda, 30th January 1880.

MAY IT PLEASE YOUR GRACE,

That your Grace's memorialists beg most respectfully to submit the following few lines for your Grace's consideration, and humbly trust that they may not be ill-timed or out of place.

That your Grace's memorialists beg to state that five toll stations have been established on the Buckingham Canal, and the boat-owners being unable to pay the increased tax have withdrawn themselves from using their boats on the above canal from Bezváda up to Madras direct.

That your Grace's memorialists further beg to say that if your Grace would be graciously pleased to bestow only one license on the owners of the Buckingham Canal boats, as is the case with the Kistna and Godávari Canals, the boat-owners will be able conveniently to use their boats on the canal, and hence a great boon to passengers, both rich and poor.

That your Grace's humble memorialists may add here that your Grace will be so good as to take measures if your Grace deems proper as to arrange to keep the Kistna Canal open to navigation throughout the whole year, as is the case with the canals in the Godávari District, because if the canals were unopen during the hot weather it would be a great inconvenience to travellers from Bezváda to Masulipatam and Ellore. Your Grace's memorialists beg to remind your Grace that three years ago a similar arrangement had taken place and the canals were open till the end of April, and your Grace's humble memorialists further beg that it may be arranged to keep the canals open at least till the middle of April, if not for ever, for the present year. If a sandy bridge is to be constructed to the anicut head sluices there will be no want for water till the end of April.

That, finally, your Grace's humble memorialists take this opportunity of bringing to your Grace's notice that great inconvenience is always felt by the public at large by not allowing the transit boats from Bezváda and Rajahmundry to meet at Ellore, although separate licenses are taken for the Kistna and the Godávari.

That Your Grace's humble memorialists beg to suggest your Grace that this difficulty might be removed by making the aqueduct at Ellore the limit for the Rajahmundry Canal and the Ellore Lock for the Kistna Canal, as this arrangement will not only be beneficial to the public, but a great improvement to traffic and advantage to Government.

That hoping Your Grace's humble memorialists' efforts may not be in vain, but may be favored with a kind endorsement, your Grace's humble memorialists, as in duty bound, shall ever pray.

(Signed) YADDANAPOODI SOBHANACHALAPATI,
Boat-owner, Bezváda,
And others.

No. 30. ORDER THEREON, 6th March 1880, No. 548 W.

IN view to the encouragement of traffic on the Buckingham Canal, His Grace the Governor in Council has been pleased to sanction the following proposals made by the Superintendent of Works, Buckingham Canal, in modification of the existing rules regarding tolls, &c.:—

1*st*.—That boats leaving their section will not be liable to toll when returning empty within two months.

2*nd*.—That boats licensed for the Kistna and Godávari plying through the length of the canal will pay four annas per ton on the outward journey, but on returning full or empty they will pass free at any toll bar at which they had paid toll, within one month.

3*rd*.—That boat-owners should have the option of compounding for a year's tolls at 10 rupees per ton.

4*th*.—That the Pulicat fishermen (some 82 in number, with boats under 2 tons each,) should be free to fish in the backwater without the obligation to take out a license.

2. The above will be given a year's trial, after which period a report on their working should be submitted by the Superintendent, to enable Government to determine the advisability or otherwise of finally accepting them for incorporation with the present rules of the Buckingham Canal.

3. Meanwhile the required publicity will be given to them by notification in the *Fort St. George Gazette* and the *District Gazette* of Chingleput, Nellore, Kistna, and Godávari.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintendent, Government Press.
" Chief Engineer for Irrigation.
" Superintending Engineers, First, Second, and Third Circles.
" Superintendents of Works, Godávari and Kistna.
" Revenue Department.
" Collectors of Chingleput, Madras, Nellore, Godávari, and Kistna.
" Commissioner of Salt Revenue.
" Examiner of Public Works Accounts.

Encl. S. T. Austin.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of [1880] Madras.

PUBLIC WORKS.

To

THE SUPERINTENDENT,
GOVERNMENT PRESS,

&c., &c. &c.

Dated March, 6th.

Read

Read

Read

G. O., 6th March 1880, No. 343 W.

MARCH.

Nos 29-30

Buckingham Canal.—Sanctions the proposed modifications of the existing rules regarding tolls, &c.

No. 3853

OFFICE OF SUPERINTENDENT OF WORKS,
BUCKINGHAM CANAL,
Camp 17th February 1880.
Dated 19th

From

THE SUPERINTENDENT OF WORKS,
BUCKINGHAM CANAL,

To

THE CHIEF ENGINEER,
PUBLIC WORKS DEPARTMENT, MADRAS.

348
9

Sir,

In reference to encouraging traffic I have the honor to inform you that His Grace has directed me to issue notices to the Collectors of Chingleput Nellore Kistna and Godavery that boats which have gone through the Toll Offices fully should be allowed to pass free through them ~~Toll Offices~~ on the return journey if they return to any Toll Office within two Calendar months of passing through it full. I have the honor to attach a copy of my letter to the Collectors.

Enclosure 1-2

2. At Bezwada His Grace the Governor gave me the enclosed petition from Owners of Boats in the Kistna & Godavery Deltas for enquiry. I accordingly sent for the

the principal signatories to the Petition and talked to them on the subject, the result of my inquiries was to ascertain from them the following particulars with regard to tolls.

(1) A 27 to 30 Ton Rodari boat owner charges about Rs. 70 to Madras from Bezwada or about Rs. 2.6.- per ton this includes all charges for License, Tolls and crews.

(2) Similar goods can be sent by Steamer from Masulipatam to Madras the cost all told being 6 annas per bag of 164 lbs or about Rs. 5.3.- per ton.-

We have this indication that the merchant who ships to Madras by Canal does so at about Rs. 2.13.- per ton cheaper than by Steamer but his goods are longer in transit, and perhaps for the present he is not sure that there is no risk of serious delay: this however need not now extend at any point on the Buckingham Canal to more than a 3 or 4 hours wait for a rise in

Tide

(3) The Boatmen assert that their boats can make 20 trips (to and back) between Bezwada and Madras in the year. This I pointed out to them represented Rs. 25 per ton in Tolls for a year and I asked them whether a composition of Rs. 15 per ton per annum would suit them, they then said it was too high and that the whole of the Kristna Canals only charged Rs. 1 per ton per annum, I however pointed out that the Government had to be recouped for their outlay entirely from navigation for the Buckingham Canal & also for the navigation on the Kristna was secondary to Irrigation; this they saw the force of and gave up the idea of a one or two Rupees through License which they had hoped for.-

(4) They finally asked to be allowed free through toll bars whether loaded or unloaded on their return Journey, or to pay both ways but to only pay 2 annas. I told them that for boats licensed for the

Kristna

Kristna & Godavery and flying right through to Madras, I would recommend that the charge of 4 annas per ton should be taken on the journey to Madras but that if the boat returned within one calendar month full or empty to one of the toll bars at which toll had been paid on it's original journey it should go through free; this I consider will facilitate briskness in traffic and by bringing quick returns to boatmen and proprietors will encourage them in using the Canal. It will require activity to get from Cold a Gunjam to Madras, unload Canal and return within the month, but the boatmen considered that it could be done, and I pointed out that in the event of them not being able quite to get out of the Canal within the month they would only have to pay perhaps one or two tolls instead of five. To this they agreed and said they would put their boats on the Canal again. I told them that I should, if this arrangement were

were approved, also recommend that they should have the option of compounding for a year at Rs. 10 per ton to free their boats through the whole Canal.

3. The boatmen were also urgent in asking for the Kristna Canals not to be closed until the end of March as they say it is during March that they have most good to take. I pointed out that the clearance of the Canals was necessary to enable navigation as well as irrigation to go on properly, but that I would represent the matter. Certainly the clearance can be done in 2½ months it will be a great gain to the Boatmen and the Purchaser Canal & leave the Kristna Canals open a little longer, and thus facilitate the motion of the grain trade for Madras in the direction of Canal instead of by steamer. It might in the future be possible to make small duplicate Canals for permanent navigation purposes in the Kristna & Godavery, such Canals being for economy in utilizing existing masonry works

or

a portion of the width of the present Canal slightly widened but with a longitudinal bund down it, the widening being only sufficient to compensate for loss of discharge of water owing to the size of the dividing bank and the extra friction on it's sides. The dividing bank would have cuts in it at intervals which could be closed when one of the channels required uncovering for clearance of silt.

4. Another point which they put forward was that near the village of Ellore between the Kristna Godavery Canals they ask to have such arrangements made that boats licensed for the Godavery may be able to come along side those licensed for the Kristna so as to admit of transhipment without paying tolls for both systems of Canals. So far as I could gather there is now a lock the passage through which constitutes a claim to Kristna Toll for Godavery boats and vice versâ. The boatmen ask rather that the Kristna Tolls should be taken from Godavery boats at our Aqueduct 2 or 3 miles on the Bezwada side of the lock and the Godavery Tolls taken at the lock for Kristna boats so that the reach between the Aqueduct and Lock should be common to both licenses, or that there should be a basin at Ellore into which boats for the Kistna or Godavery Canals might enter.

5. Another point has today been brought to my notice and that is that it is considered ——— and perhaps probably ——— a hardship by the Puliest Fishermen to have to take out Canal licenses for a section of the Canal for their fishing boats which have been in use on the backwater before the Canal was made. In the section of the Canal there are 82 fishing boats of less than 2 tons which have to pay one rupee a year license. The amount received is small in comparison to the establishment of a cause for reasonable grievance to a considerable body of poor

last

548/8

but hardworking people. I have therefore the honor to suggest that fishing boats of less than two tons should not have to take out licenses at all but should be registered and given free passes to fish on the understanding that if they take their boats out of the section in which they are registered they must pay toll like other boats.

6. I have the honor to solicit the favor of orders on the points raised.

I have the honorable

Sirs

Your most obedient Servant

A. Austey. Captain R.E.

Superintendent of Works

Dalhousie Canal

Ft. Sa. 1881 Q.W. 8-7-79.

From

The Superintendent of Works,
Buckingham Canal,

To

The Chief Engineer,
Public Works Department,
P.W.D. Madras.
211880

Dated 17th February 1880.
Despe 19.
Rec No. 3853

Enclosure, 2.

Free passage of boats returning empty &c.

Submits a Petition from Several Boatowners requesting ——— and Solicits orders on the Several points therein relating thereto.

No. 3497 Buckingham Canal Office
22d January 1880.

From

The Superintendent of Works
Buckingham Canal Division

To

The Collector
of
Chingleput District

Sir,

I have the honor to request that you will be so good as to cause it to be known as widely as possible among the boatmen and boatowners that in the case of boats which take a load through the Buckingham Canal and pay tolls there will be no charge for tolls on the return journey if the boat is brought up empty to the toll station within two Calendar months of its journey when full.

2. On the return journey it must however really be empty to be free from tolls, if it is carrying more than 4 people inclusive of boatmen or if the boatmen have more than two mens load amongst them

them of any kind of property whatever (not actually being a fitting of the boat) the boat will be considered as laden and will have to pay tolls.—

3. This will come into force from the beginning of February 1880.—

P.W.D.
No.

I have &c.

(Signed) A. Awdry. Capt. R.E.
Superintendent of Works
Buckingham Canal &c.

(True copy)

C. Cleary, Capt. R.E.
Superintendent of Works.
Buckingham Canal &c.

To

His Grace - The Most Noble Richard Plantagenet Campbell - Temple Nugent - Brydges - Chandos - Grenville - Duke of Buckingham and Chandos K. G. &c. &c.

The humble memorial of the inhabitants and merchants of Bezwada in the Kistna District and that of Ellore in the Godavery District.

May it please Your Grace,

That Your Grace's Memorialists beg most respectfully to submit the following few lines for your Grace's consideration and humbly trust that they may not be ill-timed or out of place.

That your Memorialists beg to state that 5 Toll Stations have been established on the Buckingham Canal and the Boat owners being unable to pay the increased tax, have withdrawn themselves from using their boats on the above Canal from Bezwada up to Madras direct.

That your Grace's Memorialists further beg to say that if your Grace would be graciously pleased to bestow only one license on the owners of the Buckingham canal boats

as is the case with the Kistna and Godavery canals, the boat owners will be able conveniently to use their boats on the canal and hence a great boon to passengers both rich and poor.

That your Grace's humble Memorialists may add here that your Grace will be so good as to take measures if your Grace shall prefer so to arrange to keep the Kistna Canal open to navigation throughout the whole year as is the case with the canals in the Godavery District, because if the canals were open during the hot weather, it would be a great inconvenience to travellers from Buzwada to Masulipatam and Ellore. Your Grace's Memorialists beg to remind your Grace that three years ago a similar arrangement had taken place and the canals were open till the end of April and your Grace's humble Memorialists further beg that it may be arranged to keep the canals open at least till the middle of April if not for ever for the present year. If a sandy bridge is to be constructed to the ancient Head Sluices there will be no want for water till the end of April.

That finally Your Grace's humble Memorialists take this opportunity of bringing to your Grace's notice that great inconvenience is always felt by the public at large by not allowing the transit boats from Buzwada and Rajahmundry to meet at Ellore although separate licenses are taken for the Kistna and the Godavery.

That your Grace's humble Memorialists beg to suggest your Grace that this difficulty might be removed by making the aqueduct at Ellore the limit for the Rajahmundry canal and the Ellore Lock for the Kistna Canal as this arrangement will not only be beneficial to the public but a great improvement to traffic and advantage to Government.

That hoping your Graces humble Memorialists' efforts may not be in vain but may be favoured with a kind endorsement, Your Graces humble Memorialists, as in duty bound shall ever pray.

Bezwada
30th January 1880

Gaddam poodi Subbanadalapati
Boat-owner, Bezwada

Yadlapa Govindarajulu Naidu Bezwada
Pathasaradhi Ayi

Balakrishnaiah

Konakella Venkatappayya Bapiraju

No. 548 W.

Rec'd.

Pro: of the Madras Govt.
Under date the 6th March 1880.

Read the following:-

From,
The Supdt. of Works Buckingham Canal } (R.C. No. 3853 of 17th July 80)

In view to the encouragement of traffic on the Buckingham Canal, His Grace the Governor in Council has been pleased to sanction the following proposals made by the Superintendent of Works Buckingham Canal for the modification of the existing rules regarding toll &c:-

1st That boats bearing their station will not be liable to toll when returning empty within 2 months.

2d

(2) That boats licensed for the Kistna and Godavari plying through the length of the canal would pay 4 annas per ton on the outward journey, but on returning either empty or with full or part cargo free of toll at any toll bar at which they had paid toll, either on outward or homeward journey.

(3) That boat owners shall have the option of compounding for a year's tolls at 10 Rs per ton.

(4) That the Pulicat fishermen (some 82 in number with boats under 2 tons each) should be free to fish in the backwater without the obligation to take out a license.

2. The above will be given a year's trial, after which period, a report on their working should be submitted by the Superintendent to enable Government to determine the advisability of otherwise of finally accepting them for incorporation with the present rules of the Buckingham Canal.

3. Meanwhile the required publicity will be given to them by notification in the Fort St. George Gazette and the District Gazette of Chingleput, Nellore, Kistna & Godavari.

S.13

Sept. 1880

Sept. South Sep.
Ch Engr for Dy
Supt Engrs - N. 2. & 3rd Circles
Supt of Works, Godavari & Kistna, Buckingham Canal - Rev Dept.
Collectors, Chingleput, Nellore, Madras, Godavari & Kistna
Comms of Salt Revenue
Ex Bds

A M

Dictum fuit
immediate
responsum — ac
notum

Quod ad reliqua
tua quæstiones
re-mittendi tuas
boas ask Cæsel.
Quoniam hic a rebus
tuis nunc responsum
& huic ea tua
subjecta

Vale

26/2/80

Veniam dabis
Cæsari Quoniam

Fr order

The Secretary of State
contained in the annexed
letter has this day made
regulations for the
Canal Dues payable
respecting the aforesaid
a general tariff of:

1st That boats having
their Destination only
be liable to toll when
returning empty into
2 months

2° That boats licensed
for the Victoria & Sodawa
Jolying through the Lake
Ontario Canal only pay
& damages for toll in the
outward journey, but if
returning with any
quantity full or empty
to any toll bar after
which they had paid
toll they should pass
free of toll

3° That boat-owners
should have the option
of compounding for

This has been introduced
here in pursuance of order
of H.E. He does not like
modifications if necessary.
L.H.

As the Law bids us
accept the proposal if
approved by H.E. I do
know the localities.
L.H.

I think it would be
Thank — Bell

This seems only reasonable
& Pol. Sanctions.
C. 23.2.85.
L.H.

[illegible] toll ad- 10 Qs
[illegible]
4.° [illegible] to Paliat-
[illegible] (and 82 in
[illegible] 2 tun tach) and he
[illegible] to [illegible] in the
[illegible] [illegible] to
[illegible] to [illegible] and
[illegible]

In [illegible] made in
Jurau 3 and 4 of Capt.
Quadrig's Letter require
a response to Column
Andrius, as regards a
Reply [illegible] Paul
and all Juredin

23/2/80

Cir 1217

Govt. of [1880] Madras.

PUBLIC WORKS.

To

(16)

Dated

Inclosed

Encl. Encl.

G. O., 6 June 1880, No. 5285

Nos. 27 & 30

Buckingham Canal

Sanctions the proposed modification of the existing rules regarding toll &c ——